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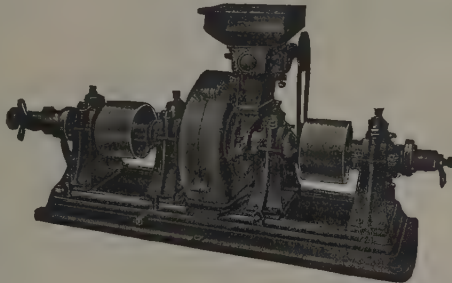
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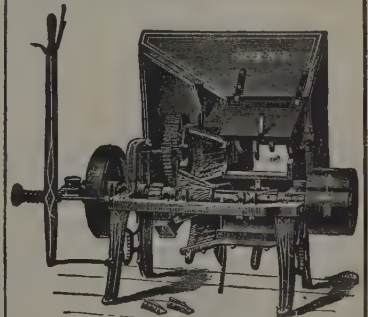


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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

Grain Dealers Journal
255 La Salle St., CHICAGO, ILL.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½ x 3½ in.

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The chances of corn heating in transit are sufficient without including broken kernels and cobs, shucks, silks and fine dirt. Clean corn that has been well shelled will stand shipping better than the dirty.

The New Marseilles Dustless Cylinder Corn Sheller is well made, stands hard work and will shell with a minimum amount of breakage of both cobs and kernels; requires little power and has a large capacity. This is the only Cylinder Sheller that does not deliver dust or dirt into the cob pile; that saves the largest percentage of the corn and that cleans both the corn and the cobs. By using this sheller and cleaner you get uniform kernels, that are free from broken bits of cobs, pieces of the husk, silks or other foreign matter.

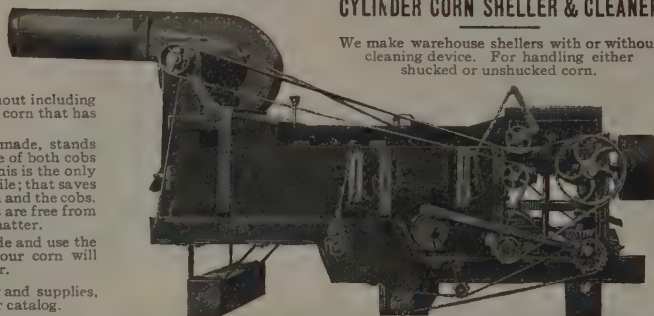
This year corn requires careful handling, be on the safe side and use the New Marseilles Dustless Cylinder Corn Sheller and Cleaner, your corn will grade better. Made in 3 sizes from 200 to 1800 bushels per hour.

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Grain Dealers Journal,

255 La Salle Street - - - Chicago, Ill.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

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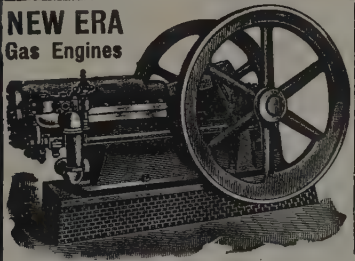
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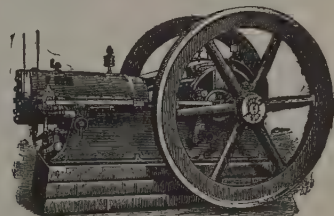


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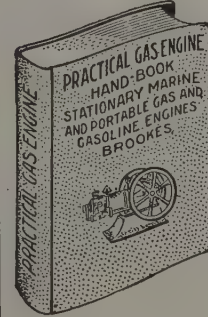
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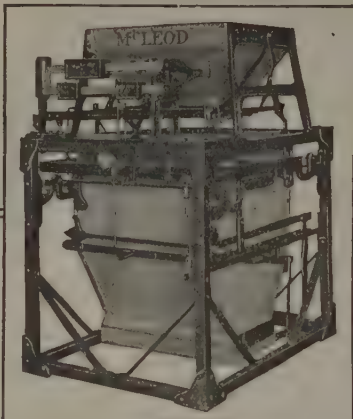
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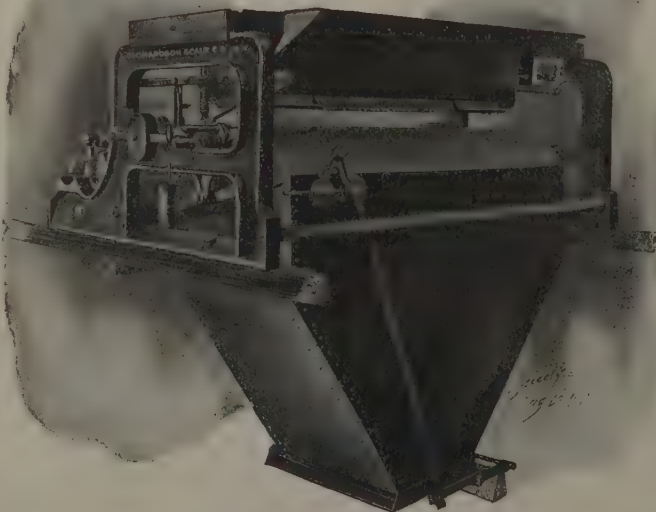
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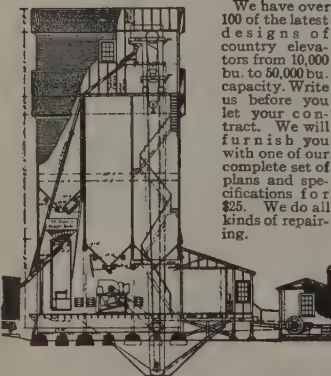
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Wagon Loads
TWELFTH EDITION

The best and most complete edition of these
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It contains 16 grain tables and two pages of
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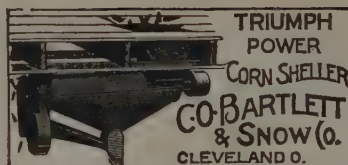
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Grain Dealers Co.

255 La Salle Street, Chicago, Ill.

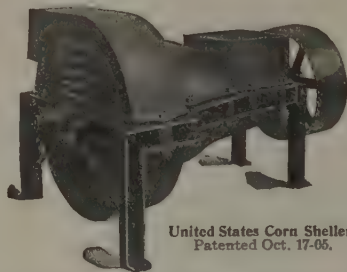
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who offers the

Atlas Car Mover

for \$3.75 can buy them from us at any price!

APPLETON CAR MOVER CO.
APPLETON, WIS.



United States Corn Sheller.
Patented Oct. 17-05.

Happy and Prosperous New Year.

WE HAVE THE MACHINERY

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Little Giant Corn Cleaner, which cleans.

U. S. Corn Sheller; the quickest installed.

Safety Man-lift; roller bearing.

Patent Chain Feeder and Conveyor; the best.

Self-Locking Wagon Dump; saves accidents.

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Water-tight Elevator Boot; saves money.

Standard C. I. Elevator Boot; none better.

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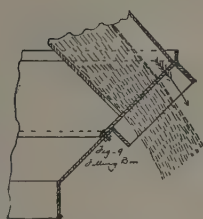


Fig. 9

Spout in position filling a bin.

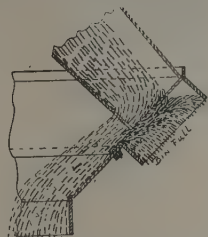


Fig. 10

Bin is full, automatic overflow signaling operator on lower floor. Does not back-leg.

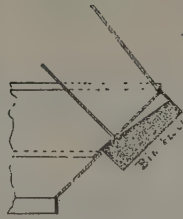
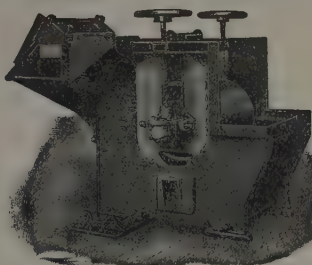


Fig. 11

Bin is full, grain is shut off, cups and spout are empty, overflow has ceased. Spout is now ready to be moved to another bin without mixing a kernel of grain.

HALL DISTRIBUTOR CO., 222 First National Bank Bldg., OMAHA, NEBRASKA



A Choked Booth is an Abomination.

It is expensive, in delays, in labor in Buckets, and bells, in wasted, mixed, and damaged grain, in interrupted business. The buckets never run full of grain. Your time is wasted in watching them do half duty, consuming power, material and time. Everybody knows it is unsatisfactory and imperfect, nobody was ever pleased with the operation of his Boot. Should this be so? The

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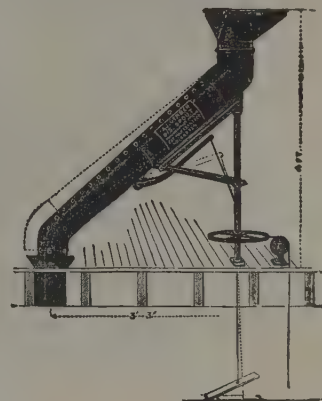
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MINNEAPOLIS MINN.

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GRAIN DEALERS JOURNAL

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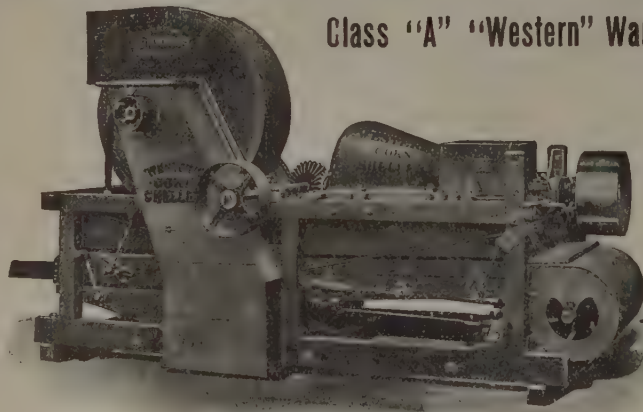
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255 La Salle St., Chicago, Ill.

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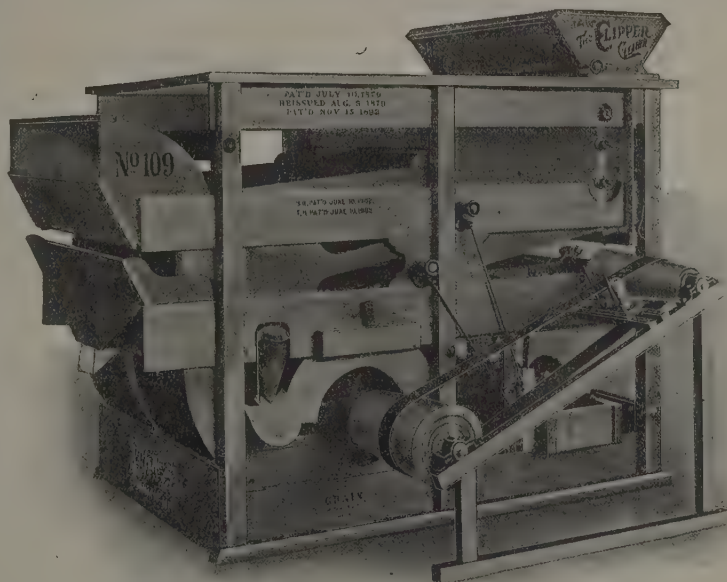
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FOR SALE.

ENGINES AND BOILERS.

One 12x36 Corliss Engine.....\$ 500.00
One 20x42 Corliss Engine, with belt 1,250.00
One automatic engine, 200 H. P. 500.00
One 25 KW. direct connected engine and generator 750.00
One 100 KW. engine and generator 1,500.00
Two 150 H. P. tubular boilers, each 350.00
Two water tube boilers, each... 500.00
POWER EQUIPMENT Co., 1102 Fisher Bldg., Chicago, Ill.

MISCELLANEOUS.

BUY LAND—\$5.00 cash and \$5.00 per month buys 10 acres of good fruit and farming land right in the oil region of Texas, chance for oil under the 10 acres you buy, showing is good. Price, \$20.00 per acre. Title warranted. Frank Thoms, 910½ Preston Ave., Houston, Texas.

MR. SPECULATOR—I have found, by scientific instrument, an oil field that, when developed, will excel any oil field now in Texas. A field can be brought in that will be worth several million dollars. I can prove the above to any man that will come and investigate. It will take \$10,000.00 to open this field. I have not the money. I want you to form a company and give me a working interest. If interested, address,

FRANK THOMS,
910½ Preston Ave., Houston, Tex.

MACHINES FOR SALE.

FOR SALE: One 12 in. Vertical French Buhr Mill in first class condition. Price including 4 picks \$30.00. Address C. C. Jones, Perrysville, Ohio.

FOR SALE: Invincible Oat Clipper; No. 4½ and 2½ Western Combined Sheller and Cleaner. One No. 7 Bowsher Feed Mill. Write for circular and prices. A. S. Garman & Co., Akron, Ohio.

MISCELLANEOUS FOR SALE.

FOR SALE: 1 Doriots Automatic flour or grain scale, 1 Dutton Automatic grain scale No. 3, 1 Philip Smith corn sheller and cleaner combined. Capacity 350 to 400 bushels per hour. Address The New Milling Co., Greenfield, Indiana.

FOR SALE: two two-compartment Greiner moisture testers for gas, with glass flasks, etc. Used not to exceed six times. Price, complete, \$25.00 each f. o. b. Chicago. Address Hess Warming & Ventilating Co., 907 Tacoma Bldg., Chicago, Ill.

FOR SALE: Three double 7½x24 McNulty Roller Mills. Two double 7x24 McNulty Roller Mills. One double 9x24 Allis Roller Mill. One double 9x14 Allis Roller Mill. One single 9x30 three-break Rounds Roller Mill. One 48-inch Star Feed Mill, upper-runner. Two 48-inch feed burrs. One Richmond City Cob Crusher. One No. 1 Eureka Smut Separator. Three No. 3 Richmond Close Scourers. Two 26x72 Case Scalpers, single conveyors. One Harmon Tubular Dust Collector. One No. 1 Wolf Gyrotor; 20 sieves. One 32x 144 Noye Feed Grader. One York Automatic Scale. Address C. H. Dempwolf, York, Pa.

SCALES FOR SALE.

SCALES for elevators and mills; low-set prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS 300 bushel hopper scale used but little for sale. Address Scale, Box 11, Grain Dealers Journal, Chicago, Ill.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

SCALES. Second hand Railroad, Hopper, wagon and smaller scales. Refitted and good as new. The Standard Scale and Supply Co., 50 & 53 S. Canal St., Chicago, Ill.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

THE PRACTICAL GAS ENGINEER
(Fifth Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL.
255 La Salle St., Chicago.

PARTNERS WANTED.

LOOKING for Partner with some capital to increase line of eight country elevators. Address Partner, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED: Partner to build a first class flour mill in Lyons, Kans. Access to three railroads. Own a good site and three good near by elevators. Write O. I. C., Lyons, Kans.

PARTNER WANTED to join in starting elevator at good point in Indiana; or wish loan of \$5,000 on property worth \$8,000 with reasonable interest. Address W., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED: Miller with \$5,000 cash to take charge of flour mill. Salary \$100 monthly. Investment will pay 10 per cent. or more yearly. Address, giving particulars, Allen & Co., Somerset Building, Winnipeg, Man.

TO RELIABLE and capable party with \$10,000 or \$15,000 to invest will be given presidency and management of well established Minnesota elevator line and fuel trade. Address Mec, Box 2, Grain Dealers Journal, Chicago, Ill.

I HAVE an unusual opportunity for an experienced grain man who can furnish a site for an elevator in good grain territory of Illinois or Indiana. He must furnish operating capital and take charge of the business. My client stands ready to erect a modern elevator. It will pay you to investigate. J. M. Maguire, Campus, Ill.

HAY WANTED.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

HAY WANTED: Quotations on Choice No. 1 and No. 2 in large and medium bales. Will advance 95% of the purchase price. Isais Laplante, Fall River, Mass. Boston Rate.

HAY FOR SALE.

KANSAS UPLAND PRAIRIE HAY FOR sale. We make a specialty of the Prairie Hay Business, and will quote you delivered prices that will interest you. Also shippers of Indiana Packing hay. Write us today. J. G. Hermann & Co., Indianapolis, Ind.

COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

FEED FOR SALE.

FOR SALE: Ground corn and oats \$1.20; Cob 80c; Feed Meal \$1.00; Famous Three "B" Horse Feed 95c per hundred. Plenty of sound, white, yellow and mixed corn. Write for prices. Branch Grain & Seed Co., Martinsville, Ind.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

SEEDS WANTED.

CLOVER SEED wanted—Guaranteed medium. Send sample and prices. F D. Brubaker, St. Paris, O.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WANTED: Orange, Amber, Cane Seed, and Big German Millet. Recleaned, in new 10 oz. Burlap bags. Send samples, quote prices delivered Ennis, Texas. Ennis Grain Company, Ennis, Texas.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

THE FOLLOWING SEEDS WANTED: Orange, Amber and Red Top Cane, Red and White Kaffir Corn, Big German Millet, Alfalfa, Jerusalem corn, Beardless Barley. Send samples and quote prices sacked in new 10 oz. Burlap bags, delivered. Texas Seed & Floral Co., Dallas, Tex.

SEEDS WANTED: We are now buying Millet, Clover, Timothy, Hungarian, Sugar Cane, Milo Maize, Buckwheat, White Oats, Jerusalem Corn, Brazilian Flour Corn, Blue Grass, Red Top, Bromus, Broom Corn, Speltz, Sweet Corn, etc. Quote with samples of what you have to offer. H. W. Buckbee, Rockford, Illinois.

GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote: J. H. Neil & Co., Brokers, Nashville, Tenn.

NEW CROP buckwheat wanted. The flour for sale, also car good wheat screenings. Pape & Loos, Quincy, Ill.

WANTED. Choice Black Mixed Oats. Also choice White Oats. Mail samples to G. L. Graham & Co., St. Louis, Mo.

BUCKWHEAT GRAIN WANTED. We buy in large or small quantities. Write, wire or phone us when you have any to sell. Address McKenzie Cereal Food & Milling Co., Quincy, Mich.

WANTED: Chicago, Ill., Corn and Oat shipper to keep me posted with prices. Responsible buyers furnished at your terms. My brokerage \$3.00. L. W. Powers, Broker, 421 Board of Trade, Norfolk, Va.

BAGS FOR SALE.

NEW BURLAP BAGS made up promptly: bottom prices. We buy reliable second-hand bags, and carry all kinds in stock: get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

SEEDS FOR SALE.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE: If in the market for Kaffir Corn, get our prices. Quality good. Address The A. R. Clark Grain Co., Wichita, Kansas.

INDIANA SEED OATS: We offer choice heavy Indiana grown seed oats for sale. Send for samples and prices. Fox & Davis, Tipton, Ind.

KHERSON SEED OATS for sale. Earliest of all varieties, do not rust or lodge. Write for sample and price. Stuart Baxter, Battle Creek, Iowa.

SEEDS FOR SALE: Bromus Inermis, Alfalfa, Clover, Wheat, Oats, Barley and Seed Corn. Send for catalog. J. L. Loeb's Seed Co., Aberdeen, S. D.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

THREE CARS of Choice Red Clover, five cars of Alfalfa seed, twenty cars seed oats, testing 40 to 45 lbs. Any amount of White Wheat. Vogeler Seed & Pro. Co., Salt Lake City, Utah.

SEED CORN FOR SALE. Boone Co. White... Reid's Yellow Dent.

I have a limited supply of above named varieties that is hard to beat.

Sold in ear only. Price \$2.00 per bushel. Bags 20c extra.

A. H. Mountjoy Atlanta, Ill.

POPCORN WANTED.

POPCORN WANTED—Correspond with us. Bradshaw Co., New York, N. Y.

GRAIN FOR SALE.

WE HAVE ear corn for sale. Write us. Address KINSEY BROS., No. Manchester, Ind.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

CORN AND VIRGIN TURKEY hard milling wheat for sale. Ask for samples and prices. Mill trade our specialty. Farmers Elevator Co., Sawyer, Kans.

PARTIES WANTING "Virgin Kansas Wheat" either ordinary hard or the choice Turkey variety, Kaffir Corn, Milo Maize, Millet or Cane seed can get prompt quotations upon same by addressing The Chas. Winthrop Co., Wichita, Kan.

CLOVER Send samples and get our bid before selling Clover or other Field Seeds, Popcorn, Etc.
THE ADAMS SEED CO., Decorah, Ia.
Desk No. 9

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED
Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

KAFFIR KORN

J. R. TOMLIN GRAIN CO.

Kansas City Missouri

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

BUYERS OF SALVAGE GRAIN

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER
72 Pearl Street, BUFFALO, N. Y.

The Toledo Salvage Co.

Buyers of
**OFF GRADES and
SALVAGE GRAIN**
Toledo, Ohio

FRANK MARSHALL

253 LA SALLE STREET

CHICAGO

NEW YEAR RESOLUTION

WHEREAS: My grain that I have shipped during the year has not graded well, and

WHEREAS: I have paid too much freight on dirt, broken bits of grain, etc., therefore

Resolved: That I will start the New Year by installing a

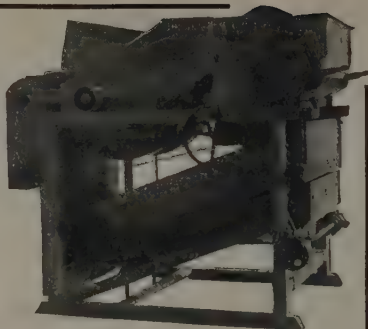
STANDARD GRAIN CLEANER

and thereby ship clean grain, get top prices and make more money.

It will pay you to investigate the STANDARD line of cleaners. THEY ARE WINNERS.



PRAME MFG. CO., Galion, O.

**Invincible
Compound
Shake
Dustless
Corn and
Grain
Cleaner**


This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

Invincible Grain Cleaner Co.

Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 512 Traders Bldg., Chicago, Ill. Phone Harrison 667.
Southwestern Office, 222 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 5239 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.

To Every Reader of The Grain Dealers Journal

WE BESPEAK A PROSPEROUS AND HAPPY NEW YEAR

AND WE SHALL HELP TO MAKE IT SO AS FAR AS THE BEST SEPARATORS
OAT CLIPPERS AND OTHER MACHINES OF "MONITOR" MAKE CAN CONTRIBUTE

HUNTLEY MFG. CO.

We are enthusiastic over the New Year and its possibilities just as we were at the commencement of 1907 and to show that our enthusiasm was not misplaced, we mention the fact that 1907 has been the largest year in our business history, our sales exceeding by 30% the largest total of previous years.

So we look forward to a larger year during the next 12 months, in short, we anticipate the biggest and best year the trade has ever known.

We are extremely grateful for the generous patronage which has been extended to us and we shall endeavor again this year to make Monitor machines contribute the fullest measure of success to elevators and warehouses.

Our New Year's resolution is that we shall always keep Monitor machines at the head in construction, efficiency and operation.

We ask your consideration during the coming year of the Monitor line which embraces

Warehouse Separators, Receiving Separators, Oat Clippers, Barley Scourers, Corn Scourers, Magnetic Separators, Buckwheat Shuckers, Buckwheat Scourers, Special Cleaning Machines for Seeds, Flax, Barley, Malt, Rice, Etc.

HUNTLEY MFG. CO., Silver Creek, NEW YORK

BRANCH OFFICES: 302 Traders Building, Chicago, Ill., F. M. Smith, Agent. 316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agent
121 Front St., New York, N. Y., W. K. Miller, Agent. Mississippi and 17th Streets, San Francisco, Cal., Berger-Carter Co.,
Pacific Coast Agents. 10 Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern Agent. S. J. McTiernan, St. Louis
Agent, Terminal Hotel.

GRAIN DEALERS JOURNAL

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CHARLES S. CLARK,

Manager.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1896, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JANUARY 25, 1908.

CARS which are lined and well coopered do not scatter grain along the track.

IN ALL interstate shipments the initial carrier is liable for the safe delivery at destination of freight entrusted to it.

TIPS to trainmen are not necessary to get cars now. All roads have empties to spare for the maximum demands of all shippers.

SWITCHING charges at terminals are being increased simply because the carriers want the money and are able to get it without protest.

ONE Iowa and one Illinois elevator are reported in this number as burned by sparks from passing locomotives. At least one owner is so fortunate as to have house on his own ground. So railroad will more readily pay damages.

WHEN rail carriers are required to pay interest on claims not passed upon within thirty days, the claim agents will get busy. Their policy of discouraging by delay should be abandoned in the interest of carriers and in fairness to shippers.

DIRTY GRAIN can never be expected to carry or grade so well as clean grain and naturally the careful use of a first-class cleaner will soon pay the cost of its installation. The dirt should be returned to the farmer, as it is not worth the price paid for grain.

PLACARDING your shipments of damp corn with large signs, "PERISHABLE, RUSH" will do no harm, and may help you to avoid a heavy discount at terminal. Way bills should also be marked with a similar warning.

OCCASIONAL inspection of ropes supporting counter weights of rope drives or man lifts will reduce the chance of the weights dropping on your head. Ropes will wear out, and when they do they can not be expected to sustain much weight.

THE elevator man who has no shipping scales is not in position to prove a claim for loss of grain in transit or at destination and in case one of his shipments is wrecked he could only guess at his loss. Shipping scales are too inexpensive for any shipper to attempt to do business without them.

MORE and more elevator men are installing feed mills and thus disposing of their screenings and off grade grain at a handsome profit. It is much more profitable than shipping in feedstuffs to supply local trade, and helps the elevator man to keep his power and labor busy when receipts are light.

THE C., R. I. & P. R. R.'s order that henceforth each shortage claim stand on its own merits, thus discontinuing its practice of docking each claim 1-2 of 1 per cent. to allow for natural shrinkage of grain was brot about thru the tactful work of Secretary Wells of the Iowa Ass'n. Other Western carriers should follow suit.

THE LARGE number of elevator fires reported in our News columns recently is evidence of carelessness on the part of owners or agents in charge. A fire at this season of the year generally puts the owner out of business and the help out of work for the balance of the crop. More vigilance on the part of either will be helpful to both.

IF RAILROADS delay grain between terminal inspection tracks and unloading elevator so long it gets out of condition then they are responsible for the deterioration and clearly liable for the resulting damages. Surely the shipper or the buyer can not be blamed. No one can afford to guarantee grain to keep indefinitely. Its quality at time of first inspection at terminal should govern shipper.

ABOLISHING the right of terminal eltr. men to dock receipts for dirt contained will not insure their paying grain prices for the dirt. They will simply reduce the price paid for the cars contents, unless shippers are wise enough to clean the grain thoroly before placing it in car. No grain shipper believes dirt to be worth as much as grain when placed in a load with it, yet many foolishly accept it at the same price and are sorely disappointed when their shipment is graded low or docked for the dirt.

DIFFERENCES would be less numerous and annoying if contracting parties would exercise greater care in writing exactly what is intended at time they enter into contract. The time and money now used in the settlement of misunderstandings could be used profitably in promoting new business if the contracting dealers had exercised greater care in consummating the deal. Study to make statements which shall cover clearly and fully every feature of the contract and thereby avoid disputes, arbitrations and lawsuits.

CERTIFICATES of inspection and weight would always be returned promptly to shipper by honestly disposed receivers if persistently insisted upon, but the trickster invariably mislays, so he cannot find them, altho he "would gladly return them." The shipper pays for the certificates and he is always entitled to them. If he is alive to his own interests he will refuse to ship grain to any receiver who refuses or neglects to send him the certificates with the account of sale on each car.

ELEVATOR agents of experience know it is futile to attempt to embezzle employers' funds even thru the co-operation of farmer friends, but occasionally an inexperienced agent, like Glen Miller of Harvey, N. D., whose case is recited in this number, attempts that old game only to meet with quick detection. The farmer can be depended upon to place the entire blame on the agent, the first time he is charged with beating the elevator company and invariably turns against the agent in hope of gaining his own freedom.

ACCORDING to a paper on the Grain Man's Burdens which appears in our account of the Kansas Grain Dealers meeting, this number, Mr. Beall of the so-called "Farmers Terminal Grain Co.," of Kansas City, is now devoting his best thot to devising extra charges with which to tax suckers who favor him with a trial shipment. Grain shippers who will not take time to read and keep posted on the tricksters of the trade must expect to pay dearly for the privilege. It costs much more time and money not to keep posted than to study all the grain dealers journals published.

THE corn shipper, who thru a streak of economy, or at least what he considers economy, attempts to ship damp corn or to dry it without the use of hot and cold air currents, may be avoiding the investment of funds, but he also narrows the possibilities for returns. The corn drier known to do satisfactory work, one that can be depended upon to place grain in prime shipping condition is so valuable to the live, progressive shipper that he can not afford even to ask the price. If the drier does the work claimed for it, it will soon return the purchase price, together with handsome earnings.

IF YOUR farmer friends think you can afford to pay seed corn prices for no grade corn tell them to ask the sheriff what he thinks about it. He may arrest you now and thereby avoid a sheriff's sale later.

AT A hurry up meeting of the Crop Killers Union held this day all over the Southwest, it was decided to expel Miss Green Bug and Mr. Hessian Fly for not making good. Jack Frost was made King Prophet for a thirty days' trial.

FREIGHT rate schedules will hereafter state affirmatively, definitely, clearly and explicitly exactly what is intended, if the Interstate Commerce Commission has its way. The old system of confusing schedules, amendments, long and short haul clauses, maximum rules and alternate rates are to be thrown into the rubbish pile, so that hereafter a freight rate expert will be able to quote the same rate for the same shipment on different days of the week. Evidently reform is at last coming.

AN ECHO of how the Department of Agriculture fairly and honestly serves all alike is found in an amendment to the penal laws proposed last week in the House of Representatives by Ollie James, making it a criminal offense under heavy penalty to falsify government crop statistics. It will be noted that it is not made a criminal offense to give out advance information as was done by Holmes and Hyde for years in defiance of persistent protests by men engaged in the grain and cotton trades.

A FORGED B/L suit won recently by the Citizen's Bank of Drayton, N. D., against a Duluth broker again emphasizes the need of having railroads safeguard Shipper's Order B/L blanks. So long as railroads are not required to make good the losses of others due to their carelessness in handling such bills and shipments they can not be expected to change their methods. When the forgeries diminish the surplus in the railroad treasuries some means to stop the forgeries will quickly be devised.

KANSAS farmers have presented a mammoth petition to the Governor of the state asking that the test weight of No. 2 wheat be reduced to 57 pounds. They expect by changing the name of low grade wheat to realize from 2 to 5 cents per bushel more for their grain. In Oregon the farmers are protesting because the grade of wheat is so low. Any change in grades which changes the quality, immediately effects a change in the price which that grade will command in the open market. If the farmers, governors or the grain commissions which establish rules governing the grading of grain think they can mislead the buyers of grain by calling no grade stuff No. 2 they have much to learn. Buyers are too sharp to be swindled by so shallow a trick.

IF "elevation allowances" are justifiable at any terminal, why not at all? If the terminal elevator operator is entitled to compensation for supplying carrier with freight depot for bulk grain and for unloading cars why is not the country elevator operator entitled to the same compensation? He performs a similar service for the carrier.

BUYERS of stray barrels of cylinder and lubricating oil will be pleased to learn that J. M. Bachert, Manager of the Reliance Oil & Grease Co., Cleveland, Ohio, has finally been arrested by the federal authorities charged with using the United States mails to defraud. For years this company was cursed with a reckless shipping clerk, who misdirected so many shipments that the company always had a barrel and a half of oil at the station just next to yours, which it was willing to sacrifice at a low price rather than ship it back to Cleveland. This game was so thoroughly advertised by the trade journals that no more suckers could be found, so Bachert has of late been offering to trade his oleagenous product for grain, hay, bran or almost any old thing. Now that the game is ended, our readers will no more have the excellent opportunity to buy a job lot of oil at the next station.

COBLESS DRY CORN WANTED.

Cobless sweet corn is said to be a success in the Southeast, but no attempt has been made to grow cobless field corn. However, many farmers seem to be succeeding in growing *cornless* cobs. Country buyers have complained of the unusually large cobs this season and one correspondent quoted in the Kansas News column this number says, he seldom shells a load of corn that it does not shrink two to three bus. more than it should in the shelling. Between the large cobs and excessive moisture the buyers are kept guessing as to how many pounds of ear corn they must take to get a bushel of grain.

It is generally admitted that the cause of so much of the corn not maturing in the Northern States is due directly to the introduction of large varieties suited only to districts further South. If the farmers propose to grow cobs and water instead of corn the buyers should remove and return the waste before settling for the merchantable grain. Here is the recent evidence of two corn buyers:

Hoyt, Kan.—I took in two loads of corn the other day which made 70½ bus. in the ear, shelled it, run thru cleaner, weighed it and had 62½ bus. left. Of course we pay the farmers all the same price for corn. Corn is corn.—John McClune.

Indianapolis, Ind.—Talk about big corn. At the eltr. we have been getting in corn 11½ inches in circumference, with 28 rows of corn on each cob. The cob was an inch and a half in diameter and when broken looked like the pith of elderwood. It was so full of water that we literally wrung it out of the cob. Indiana is growing too large corn.—G. S. Warren.

Have you shelled and dried any of your recent purchases? Do you know how much you lose on each load of cobs and water purchased?

FEDERAL INSPECTION HEARINGS.

The Senate Com'te on Agriculture and Forestry of which Senator Proctor is chairman, has been holding hearings on the McCumber Federal Inspection Bill S. B. 382, and delegations from the Boston Chamber of Commerce and the Philadelphia Commercial Exchange have already presented their arguments. The other members of the com'te are Doliver of Ia., Long of Kans, Perkins of Calif., Hansboro of N. D., Burnham of N. H., and Money of Miss.

If the bill be constitutional then it should be extended so as to provide for government inspection of all products imported, exported or passed from one state to another. Let a sinecure be provided for every man now unemployed. Their incapacity to judge everything, or lack of knowledge of how everything should be can not bar a politician from drawing his salary. The old-time theory that civil service insures the employment and retention of competent employes has long since been blasted.

It stands to reason that grain men who have devoted a lifetime to a study of the characteristics of grain are a better judge of quality than the politicians can ever hope to be. The dealers in grain own 95 per cent. of the shipments received in the terminals, and all of it is sold on quality regardless of what the inspectors call it. Changing the name or class will not raise its value, and even so we could not expect federal inspectors to do any better work than men who for years have done nothing else. Most of the men serving as inspectors at present were employed and are retained on account of their ability to judge grain.

It is also maintained that if the Secretary of Agriculture is delegated to make rules for the grain trade he would have legislative powers and would control the trade even more rigidly and unreasonably than the Postmaster General does the publishers today.

The Government's present system of bank inspection is branded a farce by every banker who expresses his true conviction. Some of the examiners know nothing of banking and do not care to learn. Their inspections are just what could be expected in the grain business, and consists in their signing their names and drawing their fees. Political pull always has and always will count more than ability to serve when it comes to procuring a government position.

The two grain inspection bills pending in the Lower House of Congress have been referred to the Com'te on Interstate and Foreign Commerce of which Congressman Hepburn is chairman, and it will begin public hearings March 3.

If the grain trade desires to regulate its own affairs which its members are far more competent to do than the politicians can ever expect to be then its representative men should get together, adopt some plan of action and follow it closely. The President of the Grain Dealers National Ass'n has appointed a delegation to attend the hearings before the house com'te, but much effective work can be done by letter and telegraph with other members of Congress before and after the hearings.

Because the trade is disgusted with the present great variety of inspection rules does not justify placing the business abso-

lutely at the mercy of the political grafters. The general adoption of uniform rules would set at rest the present agitation.

This week Congressman Pearre feeling certain that neither the Watson nor the Gronna inspection bill was exactly what was needed introduced another, which is known as H. R. 14770. It is much like the others except that it provides, "That in interstate trade or commerce in grain, if the consignor thereof or his authorized agent shall so direct, public inspection, classification, or grading shall not be required nor made when said grain is consigned to the owner thereof or his authorized agent or to a mill or private storehouse; or, for deposit in a special bin, to a public warehouse; or, the purchaser consenting, to a purchaser thereof; or, if consigned to a market where the usages of trade recognize sales of grain by sample, when the consignor shall direct its sale by sample."

CHEAPER INSURANCE FOR CAREFUL POLICY HOLDERS.

It is indeed gratifying to note that notwithstanding the recent financial stringency, the shrinkage in the value of securities and the natural increase in the moral hazard by reason of poor business, the mutual fire insurance companies making a specialty of grain elevators and flour mills are able to show a splendid saving for their policy holders. This can be traced directly to several causes.

The first of which is greater care on the part of policy holders in studying the fire hazards of their plants and in striving to eliminate all danger of fire. Policy holders are finally coming to recognize that experts, who make a special study of the fire hazards to be found in grain elevators and flour mills, can give many helpful suggestions, which will not only reduce the average cost of insurance, but will also prevent the interruption of business by disastrous fires. It will never be possible to do without the helpful hints of the traveling inspector, but the benefits of his visits can be greatly multiplied by prompt and thoughtful consideration of his suggestions and by carefully watching the different hazards credited with resulting in the destruction of other property.

Years ago it was the common practice of policy holders to resent any suggestions from insurance inspectors, as unwarranted interference with their business, and millers without number have ordered inspectors out of their plants, only to repent after their policy had been canceled.

The grain men and millers have finally come to a realization of their true relations with their companies, and are co-operating with the companies to reduce the fire hazards. The profits resulting therefrom are reaped directly by the policy holders in a reduced cost of insurance.

Then, too, the companies are exercising greater care in the selection of the risks which they will insure, which makes their policies all the more to be desired by the possessor of a good plant. This is directly traceable to an increased efficiency on the part of the field force of the companies and to their having attained a degree of strength which enables them to exercise greater care in the selection of risks and refuse those which are not desirable.

Another cause contributing largely to a reduction in the cost of insurance is the interest on investments.

The Anti-Option Bill.

Congressman Scott of Kansas, chairman of the House Committee on Agriculture, has introduced H. R. 10,576 to stop the interstate transmission of information relating to contracts for the future delivery of grain which are not to be fulfilled by actual delivery by either telephone, telegraph or mail, so after it becomes a law no country shipper or farmer will know what the markets are unless he happens to meet someone who has recently visited an exchange.

The bill is entitled,

A BILL.

To prohibit interference with commerce among the States and Territories and with foreign nations, and to remove obstructions thereto.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any person or association to send or cause to be sent from one State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia or to any foreign country, or knowingly to receive or knowingly to cause to be received in any State or Territory of the United States or the District of Columbia from any other State or Territory of the United States or the District of Columbia or from any foreign country, by a telegraph or telephone line, or by message relating to a contract for future delivery of grain without intending that the grain so contracted for shall be actually delivered or received, or relating to a contract whereby a party thereto, or any party for whom or in whose behalf such contract is made, acquires the right or privilege to demand in the future the acceptance or the delivery of grain without being thereby obligated to deliver or to accept said grain. Any person, whether acting individually or as a member, officer, agent, or employee of any person or association, who shall be guilty of violating this section shall, upon conviction thereof, be fined in any sum not more than one thousand dollars nor less than five hundred dollars and shall be imprisoned for not more than six months nor less than one month, and the sending or the causing to be sent or the receiving or the causing to be received of each message shall constitute a separate offense.

Sec. 2. That it shall be the duty of any person or association sending or receiving by means of a telegraph or telephone line any message relating to a contract or the making of a contract for the future delivery of grain to furnish, upon demand, to the sender or recipient of such message an affidavit stating that he is the owner of the grain so being contracted for and that he has the intention to deliver said grain or that said grain is at the time in actual course of growth on land owned or occupied by him, or that he has the intention to deliver said grain, or that he is at this time legally entitled to the right of future possession of said grain under and by virtue of a contract for the sale and future delivery thereof previously made by the owner of said grain, giving the name of the party or the names of the parties to the contract, the time when, the place where the contract was made, and the price therein stipulated, and that he has the intention to deliver said grain, or that he has the bona fide intention of producing and delivering said grain, or that he has the bona fide intention of acquiring and delivering said grain, or that he has the bona fide intention of receiving and paying for said grain. In an indictment brought under section one of this Act the failure to make promptly such affidavit on request shall be prima facie evidence that the message sent related to a contract or the making of a contract for future delivery of grain without the intention actually to deliver or receive the said grain.

Sec. 3. That it shall be unlawful for any person owning or operating any telegraph or telephone line or acting as officer, agent, or employee of such person, knowingly to use his property or knowingly to allow his property to be used for the transmission from one State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia or to any foreign country, or knowingly to receive or knowingly to cause to be received in any State or Territory of the United States or the District of Co-

lumbia from any other State or Territory of the United States or the District of Columbia or from any foreign country, or any message relating to such contracts as are described in section one of this Act. Any person, whether acting individually or as a member, officer, agent, or employee of a telegraph or telephone company, who shall be guilty of violating this section shall, upon conviction thereof, be punished for each offense by a fine of not more than one thousand dollars nor less than five hundred dollars, and the sending of each message in violation of the provisions of this section shall constitute a separate offense.

Sec. 4. That it shall be unlawful for any person owning or operating any telegraph or telephone line, or acting as officer, agent, or employee of such person, knowingly to use his property or knowingly to allow his property to be used for the transmission from one State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia or to any foreign country, or knowingly to receive or cause to be received in any State or Territory of the United States or the District of Columbia from any other State or Territory of the United States or the District of Columbia or from any foreign country, of any message presented by a person engaged in a commission or brokerage business, or presented by a produce exchange corporation or association relating to a contract for the purchase or sale of grain unless the person engaged in a commission or brokerage business or the produce exchange corporation or association shall have filed, either personally or through the manager of such person or association, with the telegraph or telephone company an affidavit stating that the message or messages being sent and to be sent for the six months next ensuing by such person or association do not and will not relate to any such contracts as are described in section one of this Act. A similar affidavit shall be filed before the end of the six months covered by the first affidavit. Any person owning or operating a telegraph or telephone line, or officer, agent, or employee of such person, who knowingly is a party to a violation of this section shall be punished for each offense by a fine of not more than one thousand dollars nor less than five hundred dollars. Any person or association required to file the affidavit herein provided for who shall make a false statement in said affidavit shall be punished by a fine of not more than five thousand dollars nor less than one thousand dollars and shall be imprisoned for not more than two years nor less than one year.

Sec. 5. That every book, newspaper, pamphlet, letter, writing, or other publication containing a notice, account, or record of the transactions of any produce exchange wherein such contracts as are described in section one of this Act are made is hereby declared to be nonmailable matter and shall not be conveyed in the mails of the United States or delivered from any post-office by any letter carrier. Whoever shall knowingly deposit or knowingly cause to be deposited for mailing or delivery any matter declared by this section to be nonmailable, or shall knowingly take or cause the same to be taken from the mails for the purpose of circulating or disposing thereof, or of aiding in the circulating or disposition thereof, shall be fined not more than five thousand dollars nor less than one thousand dollars or shall be imprisoned not more than five years nor less than one year, or both.

Sec. 6. That the Postmaster-General may, upon evidence satisfactory to himself that any person or association is sending through the mails of the United States any mail containing a notice, account, or record of the transactions of any produce exchange wherein such contracts as are described in section one of this Act are made, instruct the postmasters in the post-offices at which such mail arrives to return all such mail to the postmaster in the post-office at which it was originally mailed, with the word "unlawful" plainly written or stamped upon the outside thereof, and all such mail when returned to said postmaster shall be returned to the sender or publisher thereof, under such regulations as the Postmaster-General may prescribe.

Thirty cents per bu. duty was paid Jan. 15 on 20,000 bus. of Canadian barley by McCabe Bros. at Duluth.

Tax assessing time comes Feb. 1 in Kansas and accounts for the present liberal movement of wheat out of the state.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal, so your convictions will be given wide circulation and have great influence. Write it now.]

AVOIDS LITIGATION.

Grain Dealers Journal: I made up my mind thirty years ago to conduct my business without litigation, and a man can so conduct it that he will not have to be continually "Chewing the Rag" with somebody. An ounce of prevention is worth a good many pounds of cure.—J. H. Farnsworth, Hurley, S. D.

TESTS AND DISCARDS SEED CORN WHICH WILL NOT GROW.

Grain Dealers Journal: Many farmers are inquiring the opinion of others relative to seed corn growing this spring, and all seem to be lost on the subject. I have a customer who claims he can make \$50 a day by selecting seed corn according to his plan, which is to put manure in the bottom of a box, then put about 3 inches of sand on top of the manure. Level off top of sand, take a grain off each ear and place the grains in box on top of the sand in rows, laying the ears of corn in the same relative position as the grains are placed in a space where they will not be molested. Marking the box that he may know the position it was in when the corn was put in, he takes it to the warm house, puts cloth or a piece of carpet over the corn on top of the sand, dampens it and waits for it to sprout. All that does not grow can be seen by taking the cloth off and the ears that these grains are from are thrown away. He continues this plan until he has the required amount of good seed.—Very truly, L. M. Fishbaugh, Bippus, Ind.

BUY NO. 3 CORN; ACCEPT ANY OLD THING.

Grain Dealers Journal: In some localities it has become customary for the farmers to refuse to sell their corn to their nearest shipper unless he will give them a good strong number three price and give them the privilege of delivering no grade corn without any reduction from the contract price. If he tells them that they are unreasonable the only answer he can get from them is that they want it because shippers in adjoining territories are offering it. Of course they go out of the office without selling and haul their corn three or four miles farther to other shippers, which is pretty good evidence that their story is true.

The practice of buying corn at the price of number three corn and agreeing to take it at the contract price regardless of quality or condition when delivered is a clever method employed by some shippers to make the farmer think that they are giving him a better proposition than competitors would give them. When a crop is thoroughly matured and known to be in first class condition the scheme can be worked with a reasonable amount of safety; but to undertake it with the present crop certainly is not consistent with wise and safe business management.—Yours for conservative methods, W. H. Patrick, Milla, Ill.

A CONFIRMATION FORM WHICH HOLDS.

Grain Dealers Journal: In your issue of January 10th, I note the article under the head of "Defaulted on Telephone Sale of Grain."

The question of uniform confirmations, a contract which will not only bind the receiver but the dealer, is a very important factor in the grain business. In my ten years of experience in the grain business I have had some very costly defaults on contracts of grain purchased from dealers and in almost every case when the matter was brought to trial in the courts, the contracting parties have been able to prove there was no contract, from the fact that there was some defect in the confirmation.

In every case where grain is purchased and where grain is sold, the proper time to have an understanding of the contract is immediately after the contract has been perfected.

Some time back, I had a case against a local dealer, wherein I had purchased one car load of corn based on "destination weights and grades." In giving the confirmation of the purchase, I instructed the car shipped to Hobart. On arrival of the shipment at Hobart, I reconsigned the car without breaking the seal to Galveston, Texas, for export. On arrival of the car at Galveston the contents were reported to be of an inferior quality and short in weight some 4,000 lbs. The original shipper refused to pay the claim, and I entered suit. The court held that on a contract of grain sold destination weights and grades, that the point to which shipment was made was the destination, and that I had no claim against the shipper, if I did not unload and inspect the car at first destination.

I thereupon called in my attorney and we together got up the inclosed confirmation. I want to say, from the first day that I have had the same in use I have not had the slightest trouble on my contracts except in one instance, and in that case, a party defaulted on a contract of corn of 30,000 bus. I succeeded in getting the matter into arbitration, and won my case without the slightest trouble.

When I make a purchase of grain, I immediately mail to the seller the original confirmation and a duplicate, I at the same time inclose a stamped envelope, and absolutely refuse to pay a draft unless I have the original confirmation properly signed in my office at the time the draft is presented. I would like for you to produce this contract in your next issue as I believe that it will be the means of saving a lot of trouble if a form of this kind should be adopted and strictly adhered to.—Yours truly, Jno. W. Dickson, Hobart, Okla.

UNIFORM RULES AND GRADING WOULD STOP AGITATION.

Grain Dealers Journal: While I am not in position to say that Congress has not power under the Constitution to regulate the inspection of grain and provide Inspectors to do the work, still it seems to me that the inspection of grain would come under the heading of "Regulation of Trade."

I believe that there would be some advantage in this inspection feature, as today very few markets are alike as to grades. To my mind there should be no difference, and the terminal markets should be uniform as to phraseology and as to the grades of grain, so that the shipper in the West would be on a uniform footing regardless of which market

JOHN W. DICKSON,
GRAIN DEALER

CONFIRMATION OF PURCHASE

FOLIO No. 852

HOBART, OKLA., 12-27-07.

Maysville Elevator Co., Maysville, Okla.

I confirm purchase from you today by 'phone, Mr. T. J. Dobyns talking of Three cars.....bu., sweet, sound, dry Mix corn, to grade No. 3 or better at final destination of shipment at 48 per bu..... basis f. o. b. cars, Maysville, Okla., to be shipped on or before Jan. 7th, 1908, via..... Railroad, settlement based on Destination, weight and destination grades at final destination of shipment.

Make separate draft for each car, with B-L attached, properly executed and endorsed, through the First National Bank of Hobart, Okla., leaving a margin of 2 cents per bushel to protect contract.

NO SHIPMENTS TO BE MADE UNTIL BILLING INSTRUCTIONS HAVE BEEN FURNISHED.

It is understood that seller shall pay all exchange, inspection, weighing and truckage, if any. All shipments to be loaded in accordance with the rules of the railroads over which they will move.

We reserve the right to change original destination of all shipments, and this contract is not completed until shipments are received, graded, and weighed at final destination.

If this contract is not filled at maturity, we reserve the right to cancel, extend the time of shipment, or buy in for seller's account, at our option, any loss resulting therefrom, to be paid by seller.

Any shipment misgrading at destination and not applicable on this contract, shall be turned back to seller, and at buyer's option, other grain shipped in its stead, or contract cancelled, or buyer's loss paid by seller.

Should seller fail or refuse to take the shipment back so misgrading, then it is agreed that buyer shall dispose of same, said seller hereby agreeing to pay buyer's loss occasioned thereby.

Acceptance of this confirmation by you, without immediately notifying us of error, is an acknowledgment of same.

REMARKS: Please bill to my order Plano, Texas, and oblige,

JOHN W. DICKSON,
By GGC

NOTICE—To insure payment of drafts, please sign and return to us immediately, inclosed copy of this contract.

CONFIRMED BY T. J. Dobyns, Seller.

he might ship to, so far as the grade goes. Then the law of supply and demand would regulate the price in those various markets, and not the question of whether the inspection was easy or strict, as is now the case.

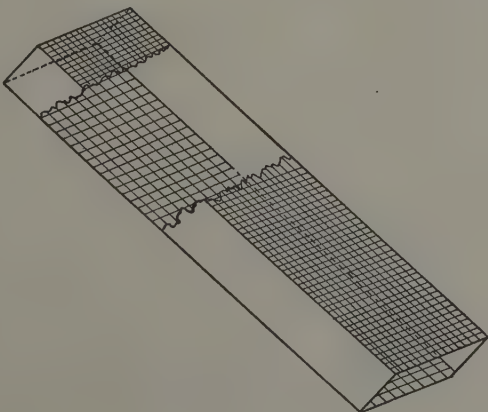
It seems to me that unless the Grain Exchanges get together and adopt uniform phraseology and grading of grain (as the markets can establish these rules without question), that the time will come when the Government will step in and supervise the inspection of grain. The suggestion of Mr. Kinney at the Indianapolis meeting, that the Government formulate rules for the grading of grain and then supervise the grading, similar to their supervision of National banks, I think will probably be the logical outcome of the matter.

As you know the Peoria and Louisville, as well as the Indianapolis, exchanges were represented at that meeting, and were in favor of uniform grades, and wanted stronger resolutions drawn up than those that were adopted.—T. O. L.

A HOME MADE CORN CLEANER.

Grain Dealers Journal: Enclosed herewith is a rough sketch of a cheap corn cleaner, which we find to be a great help in handling the present crop. It is in reality nothing but a gravity cleaner, suitable only for the needs of the elevator man who is so unfortunate as to be without an up-to-date machine. I have not room to set up a cleaner for corn. For the benefit of my brother dealers who are similarly situated, will say that I take a wire screen $\frac{1}{4}$ inch mesh for corn; $\frac{3}{32}$ for oats. The up right side pieces of the spout or cleaner are 6 inches wide. My cleaner is 10 feet long and 2 feet wide, and 6 inches deep. It is possible to make the cleaner any length desired to suit the needs of the maker.

The ends of the spout can be tapered or not as desired, but smooth boards should be used for hopping so as to facilitate the movement of the grain. The top side of the spout I cover with wire screen, ordinarily used in covering windows and doors. The bottom screen, as stated, can be changed either for corn or oats. This screen spout should be set under elevator spout when grain is being spouted to car, scale or bin. In this way all meal and fine dirt will be sifted out of the corn, improve its condition and insure its being graded higher. The one we are using cost us about \$3.00 to make, but it has brot us back more than that on every car shipped.—Yours for improved grades, A. B. G.



A Home Made Corn Cleaner.

SHIPPERS SHOULD ADVISE CONGRESSMEN WHAT INSPECTION IS WANTED.

Grain Dealers Journal: Probably country Grain Dealers generally are as slow to appeal to Congress in the interest of pending or prospective legislation as any class of business men. They hesitate to invite attention to their grievances, real or imaginary; hence but little has ever been solicited or accomplished for them by congressional action. There is now pending before Congress some measures upon a subject of very great importance to the entire grain trade, as they are intended to authorize the United States Government, through its proper departments, to take hold of grain classification and inspection, to control or supervise that part entering into Interstate and Foreign Commerce. Whatever may be the views of the individual shipper and dealer, upon this question, it is important that each should carefully consider the subject in the light of present practices, and experiences, and then write his United States Senators and Congressmen fully upon the subject, that they may be correctly advised.

The following quotation from the Washington Correspondent of the *Indianapolis Daily Star*, indicates some shippers are already expressing their views upon the subject.

A good many petitions are coming to Congress in support of Representative Watson's bill providing for federal inspection and grading of grain entering into interstate commerce. The House Committee on Interstate and Foreign Commerce has responded to a demand for a hearing on the bill and has set the first Tuesday in March as the date for arguments pro and con. The indications are that a good many of the large shippers of the country will be here to argue for the bill. The Princeton Milling Company of Princeton, Ind., is very earnest in its advocacy of this measure and states that in its memorial it voices the sentiments "of all the grain dealers in Indiana."

The average Senator and Congressman wants to accomplish what is just and beneficial for their Constituents, but they cannot always do this without the co-operation of their Constituents. So we suggest every grain dealer, big or little, write fully and tell them whether or not present conditions are entirely satisfactory or that they think some other method might be provided that would give promise of a more satisfactory condition. Yours respectfully, Chas. B. Riley, Rushville, Ind.

I cannot be without the Grain Dealers Journal.—Wm. Schumacher, Elwood, Ill.

New President Kansas City Board of Trade.

The Kansas City Board of Trade, like most of the other exchanges, elected officers for the ensuing year early this month, and selected for its President, H. J. Diffenbaugh, whose portrait is shown herewith.

Mr. Diffenbaugh has been in the grain business since leaving the State Univer-



H. J. Diffenbaugh, Kansas City, Mo.
President Board of Trade.

sity of Illinois many years ago. After fifteen years' experience as a country grain shipper he joined the Kansas City Board of Trade in 1901. At present he is representing Bartlett, Frazier & Carrington at Kansas City in addition to conducting a grain receiving business. The fact that he has the confidence of the members of the Board of Trade is sufficient to warrant his working earnestly for the advancement of the best interests of the market.

Mexico is expected to take the duty off wheat before removing the impost on corn.

A meritorious bill, providing for industrial education in agricultural high schools and in city high schools and for branch agricultural experiment stations, has been introduced as H. R. No. 24757 by Representative C. R. Davis of Minnesota.

The repeal of the tariff on Philippine rice, as recommended by Secy. Taft, is opposed by the Louisiana & Texas Rice Millers Ass'n and the Texas Rice Millers Ass'n, which, at a joint meeting, voted to send a delegation to Washington to protest against free admission of Philippine rice. It is feared that the Filipinos will ship their entire crop to the United States, supplying themselves by importations from Burma and India.

Asked— Answered

Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.

NAMES OF EXPORTERS WANTED.

Grain Dealers Journal: We would greatly appreciate it if you would kindly send us the names and addresses of large exporting grain firms at Galveston, Port Arthur and New Orleans.—Yours truly, Lawrence Grain & Produce Co., Checotah, I. T.

CAN CORN BE DRIED WITHOUT HEAT?

Grain Dealers Journal: Do you know any firm making corn driers which can be installed in country elevators equipped only with gasoline power?—M. N. Hull & Son, Morris, Ill.

Ans.: No doubt grain could be cooled with large fan operated with gasoline engine if it were permitted to fall down over the shelves in a way that the fan could draw air currents thru it rapidly, but we doubt that the present corn crop could be put in shippable condition without the use of heat. A small steam plant is not very expensive. The power for operating the fans can be furnished by gasoline, electricity or anything desired by the operator, but experience with steam heat has proved so satisfactory that none but inventors will care to experiment in attempting to dry grain without it.—Ed.

COLLECT OVERCHARGES BY CLAIMING OVERWEIGHT.

Grain Dealers Journal: Mr. E. C. Leavenworth, G. F. A. of the G. R. & I. Railroad, refuses one of my claims (in fact, refusing adjustment of claims properly verified is somewhat chronic with him), with this notation, "Supplement 2 to G. R. & I. G. F. D. 912, I. C. C. 682, effective March 10, 1907, provides that on and after March 10, 1907, freight charges on shipments of potatoes shall be based on track scale weight, as secured by initial Railroad."

"Under this ruling it is impossible for me to adjust any overcharge claims *** on shipments of potatoes *** on and after March 10, 1907. The freight charges on this shipment were properly assessed on basis of scale weight, and your claim is respectfully declined."

When shipment was made, the shipper certified that actual weight was given, nor did destination deliver any more than shipping weight, further Mr. Leavenworth is well aware that the weight as we give it is accurate. He is equally well aware that his track scale, intransit weighing is inaccurate. Experience assures me that the Interstate Commerce Commission has been a body suborned to Railroad's Minions and that bringing complaints before such a body is worse than useless. But raising the rate by increasing the weight to above actual weight is illegal even in case of Railroad's Minions assuming that such tariffs filed with the Interstate Commerce Commission legalize charging on fictitious weight.

What I wish to enquire is: Whether or no the Vandalia Railroad Company and the Pennsylvania Lines, west of

Pittsburg, are parties to such I. C. C. 682, or, if on shipments under joint tariffs they will adjust claims for overweight charges on basis of actual weight without regard to Supplement 2 to G. R. & I. G. F. D. 912 as filed with the Interstate Commerce Commission?

I might add that, doubtless, discrimination is practised but discrimination is something difficult to prove.—Respectfully yours, C. G. Freeman, Pontiac, Mich.

DOES UNLOADING GRAIN CONSTITUTE ACCEPTANCE?

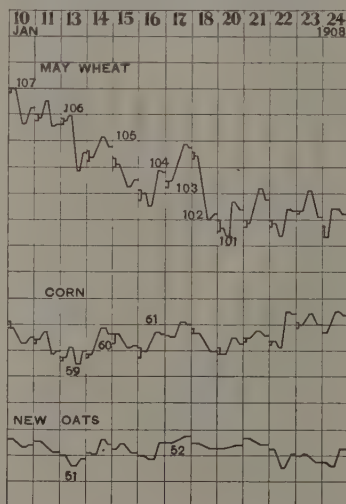
Grain Dealers Journal: We wish to ask for a little information. We are in a little litigation on a shipment of a split car of corn and oats made in 1904. We shipped and sold this car terms, Sight Draft in full B/L attached. The buyer took up the draft and unloaded the oats. He then sold the corn at a small figure on account of quality. He sold the corn without notifying us, and then made a claim for the difference, which we refused to pay. He had no right to unload the corn if it was off grade without first notifying us. We claim he has no recourse for damages, for he unloaded and sold the corn without notifying us. We contend that he should have notified us about the corn being off-grade before he unloaded it. If you or any reader can refer us to anything that will help us in this matter, we will appreciate it very much. We are not sure, but we thought you had a similar decision in the Journal at one time. However, we are unable to find it at this time.—Yours very truly, Model Milling Co., Per E. M. Dull, Celina, O.

Ans.: The custom of the trade denies a man the right to object to the quality of the grain after he has unloaded it unless the car be plugged. In fact, unloading is generally considered to constitute acceptance.—Ed.

St. Louis had its biggest car of corn this week, when Picker & Beardsley received an elevator on wheels containing 114,760 lbs., or 2047.83 bu. of No. 2 corn.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and new style oats for the May delivery at Chicago for two weeks prior to Jan. 25 are given on the chart herewith.



Archibald McMillan, Chief Inspector at Superior.

North Dakotans who have worked hardest for the re-establishment of Wisconsin grain inspection at Superior will be gratified at the appointment of a representative citizen of their state to the responsible position of chief of the department inspecting grain under the authority of the Wisconsin Grain & Warehouse Commission.



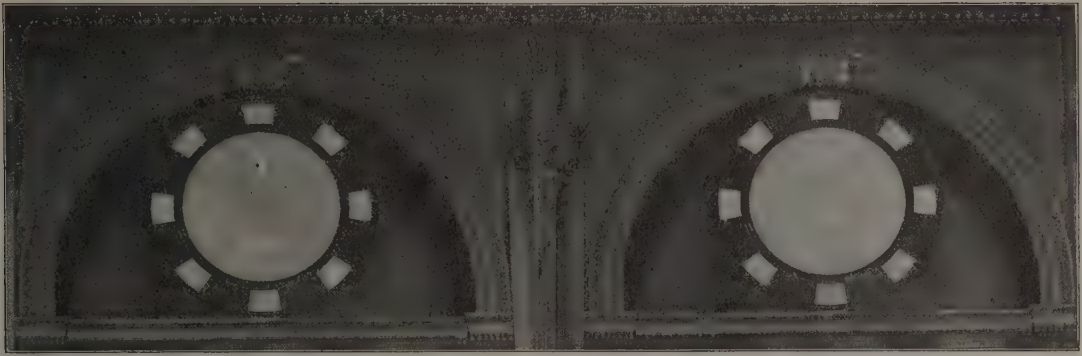
A. McMillan, Chief Grain Inspector, Superior, Wis.

Archibald McMillan, the first incumbent of the office under the new regime, is a native of Restigouche County, New Brunswick. He received a high school and commercial education and went west in 1892. After 5 years in the lumber business he made a beginning in the grain trade by entering the employ of the Sleepy Eye Milling Co., of Sleepy Eye, Minn., to operate an elevator and lumber yard at St. Lawrence, S. D.

When the company sold its interests at St. Lawrence three years later Mr. McMillan was retained to manage their business at Ivanhoe, Minn. He was promoted to traveling auditor three years later, with headquarters at Sleepy Eye, and one year later became superintendent of the company's line of elevators.

For a few months of 1905 he was engaged in the hardware business at Grafton, N. D., as a member of the firm Addy & McMillan. Handling nails was not to his liking so he embraced the first opportunity to handle the wheat tester by accepting a position with the Grafton Roller Mills to run one of their elevators, a position that he held when appointed chief grain inspector at Superior. Reproduced herewith is a portrait of Mr. McMillan.

Under the paternalistic government of New South Wales, which gives the poor man a farm and helps him farm it, the laborers have been degenerating. To make their burden easier the government has enacted a law that beginning Apr. 1 grain sacks shall be limited to 200 lbs. Bags now in use contain 240 to 260 lbs. Farmers, millers and grain shippers have protested vigorously against the reduction in the size of bags.



Indicating September 117%.

Indicating May Wheat 1.13% to 114.

A Market Quotation Indicator.

The bucket shops of the Northwest so persistently stole the market quotations of the Minneapolis Chamber of Commerce that the exchange several years ago ceased posting quotations on the floor. Most of the bucket shops having been closed, the exchange has celebrated a return to its old policy of posting quotations by installing a novel electrical quotation indicator invented by Wm. Robertson, Supt. of the Exchange. By the aid of this indicator an operator in pit can post quotations high on the side wall of the exchange room as rapidly as changes occur in the market.

The indicator is placed above the blackboards in an arched niche. The wood work or cabinet of the indicator is 64 inches in diameter and about 12 inches deep. The month posted and the last digit of the ruling market price appear in the circular white face of the indicator, the fractions being posted in the square white spaces cut in the rim about the central dial. The large central figure representing the last digit of ruling price is 6 inches high. All of these surfaces present a plain white ground until operator in pit desires to project the figures at which sales are made in the pit on the face. Then thru the use of push buttons and pointer on switch board controller, the operator shows the figures at which last sale was made in a fire red color on the face of the indicator.

Inasmuch as all dealers know what the market price is within 10c, it has not been considered necessary to post any except the last digit and the fraction. Whenever a change occurs in the market the



Indicator Fully Illuminated Showing Possible Postings.

figures posted quickly fade away and another is flashed on the dial.

We show herewith also one view of the switchboard, which is 10x12 inches, and by which the operator in the pit posts the changes. The small dial on the switchboard controls the large central figure representing the last digit of the

ruling market. If the pointer on the dial of switchboard is set at 3, then that number will appear in the middle of the face of the clock. Any change in the indicator is electrically communicated to the face of the clock so that the two always agree. The interlocking switch shown on the lower right hand side of the controller, electrically posts the fractions.

Each button locks as it is pushed down and at the same time releases any other button that may be down at the time. For instance if $\frac{1}{8}$ is indicated by the dial and the price rises to $\frac{1}{4}$, then the minute the $\frac{1}{4}$ button is pressed down the $\frac{1}{8}$ is released and only the $\frac{1}{4}$ is shown. If it is desired to show a split between $\frac{1}{8}$ and $\frac{1}{4}$, the $\frac{1}{8}$ is held while the $\frac{1}{4}$ is pressed down and both fractions are projected on the dial until the next change in the market. In one of our views of the clock, given herewith, one actual quotation and a split May, 1.13 $\frac{3}{8}$ to 1.14, is shown.

Any combination of prices or fractions is possible and the operator can project the figures instantaneously. The clock is surely the most practical device yet put in use on any exchange for quickly and correctly posting the markets for the information of all in the exchange hall, and no doubt will soon be adopted by all the other important grain exchanges of the country.



Switch Board in Pit.

The "Kansas Board of Trade."

The "Kansas Board of Trade"! What a name to conjure with. Few men, passing along Minnesota Ave., Kansas City, Kan.; or as the Missourians say, "the West Side," and note the name in huge letters above a two story building, could possibly divine its true import.

The initial effort of this Journal to learn the purposes of this "Exchange" (?) brot our representative into the office of the Farmers Terminal Elevator Co. where two ladies were conducting the business. *Beall was out.* To one of the ladies,

"Could you inform the Journal where we may find some officer of the Kansas Board of Trade?"

"Sure, his office is to the left."

Investigation revealed no Sec'y. Listen! The Journal hears shouting. To the right must be the trading floor for truly this is a Board of Trade. You can hear the ticker, smell the smoke. The Journal will enter. Oh! the door is locked. The secret is *out*, no *in*. The Journal does not know the countersign so cannot enter this blessed throne where the life of the humble producer of grain is being saved. The Journal is unable to learn whether on this trading floor there is a pit, but knows as is published in our report of the Kansas meeting that they have something there into which many shippers of grain have fallen. [See paper on "Grain Man's Burdens."]

Why these locked doors? Since the eye could not see let us appeal to calm reason. Is it not only a fifteen minute ride from the Kansas City Board of Trade to the threshold of this organization? If the doors of the "Kansas Board of Trade" were kept open would not some benevolent member of the Missouri Exchange slip across the river, and before the Kansans were aware steal some of the principles of this glorious organization, for there are many men on the Kansas City Board of Trade, who have the welfare of their patrons at heart. "No" we hear those splendid Kansans say "We'll lock our doors and protect our patrons, there shall be no Missouri compromise. By the wheat that grows in the valleys and the jack rabbits on the plains, we'll not mingle with Missourians."

The Sec'y slipping out a secret door. "Oh! are you the Post reporter?" (said with a smile).

"I am the Grain Dealers Journal, Chicago."

"Ugh! Don't think I ever heard of that publication" (assertion was made in an interrogative manner).

"Mr. Lee, will you give us a little history of this organization? What is its purpose? When was it organized? Who are its officers?"

"I am not authorized to give out any interviews."

"But I understand you are the acting Sec'y of this organization and know more about it than any one else."

"I won't be interviewed."

"I note by the press that this organization has voted for Federal inspection and passed resolutions to that effect. Is that so?"

"You're right it is. We stand for the protection of the producer. We want the farmer to get what's coming to him." It is to be regretted that mere words will not portray the depth of feeling with which Mr. Lee spoke.

He continued, "We believe that when grain is shipped to us here at Kansas City, from some section of our great

state and graded it should be final. We want uniform grades by means of Federal Inspection. The best citizens of this city banded together within a few months and organized the "Kansas Board of Trade." It is composed of the best men in the city who believe that as we naturally lie adjacent to the great fields of wheat, it should be handled by Kansas dealers and not go over into Missouri. Federal Inspection will help the Kansas people who ship their grain here."

"Well, Mr. Lee, Don't you know that grain originating in Kansas and shipped to Kansas City, Kan., would not be under the Supervision of the Government in case we should have Federal Inspection, because Congress can regulate only interstate commerce."

"O, well, you see I haven't given the subject much thought."

The interview ended there. The Sec'y graciously took the card of the Journal and said he would have the president "call up" the Journal as soon as he returned. But he has not yet "called."

Patten's Views on Speculation.

In an address before the New England Grain Dealers Ass'n in Boston last week James A. Patten of Chicago said:

"I claim that I did more than any man in the United States to restore confidence in the recent financial distress. I do not feel, perhaps, that I am quite justified in making this statement, but that is what I believe. With the banks closing every one was afraid to buy grain. I stood there day after day and bought and held the price. Some of your bankers doubtless had money loaned on this. People who had the courage to buy knew the stuff was worth the money. I will admit that during November and December I could walk across the floor of the board of trade at Chicago and be avoided by every man there. I was looked upon as crazy."

"All there is to grain speculation is the law of supply and demand; if you can solve these two questions you can be a successful speculator. I enjoy speculation; it has become my life."

"During these weeks of financial distress a number of causes have been given for it by the financial doctors at Washington. They have introduced two bills to do away with trading in grain by futures. I do not think the people thoroughly understand this matter. The foremost nations of the earth—Great Britain, Germany, France and the United States—are speculative nations. All progress comes from speculation. Speculative trading prevents as a rule, severe fluctuations in prices."

"There is an impression prevalent in many persons' minds that grain speculators are gamblers. Trading in grain was prohibited in Germany in 1898, having been championed by the Agrarian party, but after three years' trial the same people asked for its repeal and it was promptly carried. The reason leading up to the repeal was that the farmers had nothing to guide them and like a flock of sheep they all wanted to sell at once."

"There is no collateral in this country so good as grain receipts. They have always sold when other commodities have no market. During the recent trouble every dollar borrowed by warehouse men was paid. The banks in Chicago today are more sure of their money in the grain trade than in any other class of trade. The warehouse receipts are better than government bonds in times of financial distress."

The Watson Federal Inspection Bill.

Congressman James E. Watson of Indiana, who is a candidate for Governor, John W. McCordle of the Indiana Tax Commission and Chas. B. Riley, sec'y of the Indiana Railroad Commission and P. E. Goodrich, whose brother is chairman of the Republican State Central Committee of Indiana, are the leaders in championing the now famous Watson bill which has been introduced in the House of Representatives by Congressman Watson.

In a recent interview Jno. W. McCordle said, "I have spent twenty of the best years of my life in buying and selling grain from the farmer, and this experience led me to figure on a different plan of inspecting grain so the farmer and the small dealer could know how their grain should grade and be the better prepared to insist upon fair treatment in that respect."

"Over one year ago, I, with several experienced grain men who had spent many years in the grain trade, consulted with James E. Watson, member of Congress from the Sixth District, about the advisability of attempting to secure legislation of this kind. After carefully investigating the matter Mr. Watson determined that it was a proper subject for federal legislation and that the large grain-growing and shipping interests in his district, in Indiana, and in all the grain-producing states of the country were entitled to such protection. He presented a bill at the last session of Congress, but owing to the fact that the session was about to close he only succeeded in getting an additional appropriation of \$15,000 to be used by the plant industry of the Agricultural Department at Washington in testing the various kinds of grain, in order that proper classification can be made on a scientific basis rather than arbitrarily, as it is now."

"The various boards of trade and trade journals representing them throughout the country will protest against the federal inspection of grain, for selfish reasons, one of which is that much of the gambling in options that is going on now, under the new law of inspection will be prevented or seriously embarrassed, as the manipulation of grades in the interest of speculators would be at an end."

"Another is that each board of trade has its own inspection, paid from fees collected from the shippers, and they establish their own grades and make the inspections, both for receiving and shipping, and it is frequently charged that the grades applied to grain when received differ from those applied to grain that is withdrawn, for shipment and for export, until the foreigner has now but little confidence in trying to buy a uniform or proper grade of grain in this country. Our grain to-day in foreign markets has been brought in disrepute all on account of the lack of uniform and proper grades and maintaining the integrity thereof."

The Watson bill provides as follows:

A BILL

To provide for fixing a uniform standard of classification and grading of wheat, flax, corn, oats, barley, rye, and other grains, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled: That the Secretary of Agriculture shall organize in his Department a bureau of grain and seed inspection and shall appoint a chief who shall have had at least three years' experience in inspecting, buying, and grading of grain and seed and whose duty it shall be to have immediate control of such bureau and the employees thereof, and to

report upon the condition of the interstate trade and commerce in grain and seeds of the United States and the principal foreign markets to which such grain and seed are shipped, their grading, weighing, and inspection, and to collect such information on this subject as shall be valuable to the agricultural and commercial interests of the country; that the chief of said bureau of grain inspection shall receive a salary of three thousand five hundred dollars per annum; and the Secretary of Agriculture is hereby authorized to employ a force sufficient for this purpose, to be known as grain and seed inspectors, one of whom shall be stationed at each of the leading centers of interstate trade and commerce in grain and seed in the United States, said inspectors to have had at least two years' practical experience in the grading and handling of grain and seed of the quality commonly marketed at the place where his duties are to be performed, and which inspectors shall be appointed by and shall be subject to all the rules prescribed by, and shall receive the compensation fixed by the Secretary of Agriculture.

Sec. 2. That the said inspectors, as occasion requires, be hereby authorized to appoint, under rules prescribed by the Secretary of Agriculture, deputy inspectors, having the same qualifications as inspectors, who shall act under the immediate control and supervision of the inspectors and who are to be paid for their services from one to five hundred dollars a year, according to the place stationed and the labor performed, and in a manner to be provided by the Secretary of Agriculture, from the fees collected from the inspection of grain and seed at the several places where the duties of such deputy inspectors shall be required to be performed, and that each inspector shall have the power to remove or transfer any deputy inspector acting under him upon good reasons shown, subject only to appeal and final review and order of the chief of the bureau.

Sec. 3. That each inspector of grain and seed shall, before entering upon the duties of his office, take an oath of office, as in the case of other United States officers, and shall execute a bond to the Government of the United States in a sum to be fixed by the Secretary of Agriculture, with good and sufficient sureties, to be approved by the Secretary of Agriculture, conditioned that he will faithfully and impartially discharge the duties of the office of inspector, according to the law and rules and regulations of the Agricultural Department, and that he will pay all damages to any person or persons who may be injured by reason of his willful neglect to comply with the law or rules and regulations aforesaid; that each deputy inspector appointed as above shall be required to take a like oath and give such bond as may be required by the inspector for the protection of the latter and for the faithful performance of his duties as such deputy inspector.

Sec. 4. That it shall be the duty of said inspectors and their deputies to inspect and grade all grain or seed which at the time of inspecting and grading of the same has been shipped from any other State, Territory, or country, than the State, Territory, or country in which the same is inspected or is intended for shipment into any other State, Territory, or foreign country before the same is unloaded from the car, vessel, or other vehicle in which the same was or is being transported, or before the same has been mixed with other grain so as to lose its identity, and there shall be charged and collected from the owner thereof such fees for the inspection of said grain or seed as may be deemed reasonable and fixed by the Secretary of Agriculture: Provided, That the inspection of any consignment of grain or seed may be waived as provided for in section eight of this Act.

Sec. 5. That the inspector and all deputy inspectors shall be governed in their inspection duties by such rules and regulations as may be provided by the Secretary of Agriculture, who shall have the power to fix the rates of charges for the inspection of grain and seed at the several receiving and shipping points and the manner in which the same shall be collected, which charges shall be regulated in such manner as will, in the judgment of the Secretary of Agriculture, produce sufficient revenue to meet the necessary expenses of the bureau and inspection service. The Secretary of Agriculture shall fix the amount of compensation to be paid to each of said inspectors and deputy inspectors, within the limitations above prescribed, and prescribe the time and manner of the payment thereof, which compensation shall be paid out of the grain-inspection fund herein created and paid in the manner prescribed by the Secretary of Agriculture.

Sec. 6. That no inspector or deputy inspector of grain shall during his term of service be interested, directly or indirectly,

in the handling, storing, shipping, purchasing, or selling of grain or seed in the market where he is employed as such inspector or deputy inspector; nor shall he be in the employment of any person or corporation interested in the handling, storing, shipping, purchasing, or selling of grain or seed in such market.

Sec. 7. That the Secretary of Agriculture is hereby authorized and required, as soon as may be after the enactment hereof, to determine and fix, according to such standards as he may prescribe, such classification and grading of wheat, flax, corn, rye, oats, barley, and other grains and seeds as in his judgment the usages of trade warrant or require, having reference to the standards, classifications, and grades now recognized by the several chambers of commerce and boards of trade of the United States: Provided, however, That the reference to such various classifications and grades shall serve only as a guide and suggestion in the matter of determining and fixing the United States standards herein provided for, but he shall not be controlled thereby, but shall determine and fix such standards and such classifications and grades as will, in his judgment, best subserve the interests of the public in the conduct of interstate and foreign trade and commerce in grain and seeds.

Sec. 8. That when such standards are fixed and the classifications and grades determined upon the same shall be made matter of permanent record in the Agricultural Department, and public notice thereof shall be given in such manner as the Secretary of Agriculture shall direct, and thereafter such classifications and grades and modifications thereof shall be known as the United States standards. All persons interested shall have access to said record at such convenient times and under such reasonable regulations as the Secretary may prescribe; and on the payment of such proper charge as the Secretary may fix a certified copy of the classifications and grades shall be supplied to those who may apply for same.

Sec. 9. That when changing conditions make it necessary to change or modify standards of grades, the same may be done after thirty days' notice by bulletin from the Secretary of Agriculture through the office of the chief inspectors, the limits of such changes to be clearly defined, and standards thus fixed to be substituted for the ones formerly adopted and to be operative at time to be fixed by the Secretary, but not in less than five days from date of adoption.

Sec. 10. That from and after thirty days after such classifications and grades have been determined upon and fixed and duly placed on record as herein provided, such classifications and grading shall be taken and held to be the standards for all interstate trade and commerce in grain in all cases where no other standard is agreed upon: Provided, however, That in interstate trade or commerce in grain when the consignor thereof or his authorized agent shall, by written order, so direct public inspection, classification, or grading shall not be required nor made when said grain or seed is

consigned to the owner thereof or his authorized agent, or to a mill or private storehouse, or for deposit in a special bin, or to a public warehouse, the purchaser and seller consenting thereto, or if consigned to a market where the usages of trade require sales of grain and seed by sample, when the consignor shall direct its sale by sample.

Sec. 11. That it shall be the duty of any railroad company, steamship company, or other firm or corporation or private individual engaged in the transportation of grain or seed destined to any State, Territory, or county other than that in which it is received for inspection, or receive from any other State, Territory, or county than that to which it is consigned, to notify the United States grain inspector at the place of destination of any consignment of grain, within twenty-four hours after its arrival, that a shipment, cargo, or load of grain or seed is in its, their, or his hands at the place of destination of said grain and asking the said inspector to inspect and grade the same without unnecessary delay and before the same is unloaded from the car, vessel, or other vehicle in which the same was shipped: Provided, however, That if there is no such inspector located at the point of destination then the inspection shall be made at point of shipment or in transit, as may be designated by the purchaser; that it shall be unlawful for any person herein named to willfully unload or otherwise discharge any load, cargo, or consignment of grain which has been at any time during the period of its transit an article of interstate commerce prior to its inspection as herein provided for, and for each car so willfully unloaded a separate offense shall have been committed, and there shall be imposed a fine of not less than fifty nor more than one hundred dollars for each offense; that for each cargo so willfully unloaded from any water craft there shall be imposed a fine of not less than five hundred nor more than one thousand dollars; that for the willful unloading or discharging of any other vehicle there shall be imposed a fine of not less than ten nor more than fifty dollars.

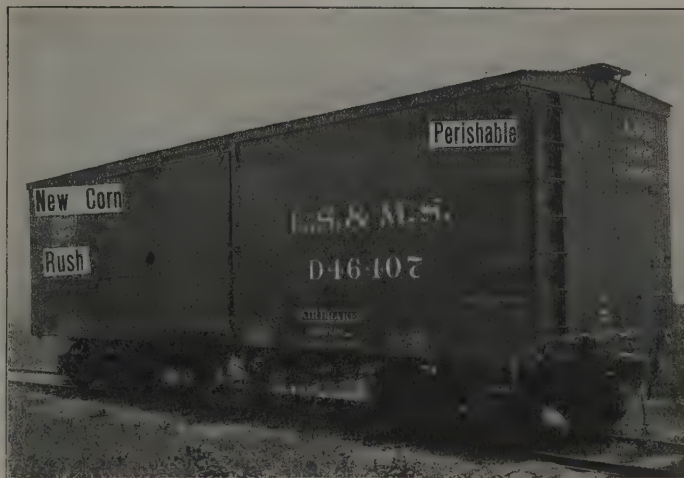
Exports of Glucose, Corn Oil and Cake.

Exports of glucose during the 11 months prior to Dec. 1, 1907, have been 137,960,915 lbs.; against 170,035,871 lbs. for the corresponding period of 1906.

Corn oil cake exported during the 11 months prior to Dec. 1, 1907, amounted to 57,087,700 lbs.; against 49,672,000 lbs. for the corresponding period of 1906.

Corn oil exported during the 11 months prior to Dec. 1, 1907, amounted to 3,265,000 galls.; against 3,497,000 galls. for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

If You Must Ship New Corn.



Placard Cars Warning Carrier's Agents Against Delays.

Annual Meeting Kansas Grain Dealers Association

The tenth annual convention of the Kansas Grain Dealers Ass'n. was held in the Throop Hotel, Topeka, Kan., Jan. 14 and 15, 1908. Owing to the serious illness of Pres. A. Aitken, Vice-Pres. Cox presided at the meeting.

This meeting would not have been a Kansas meeting if the element of enthusiasm had been lacking. Consequently, tho there were only about thirty-five members of the Ass'n. present when the meeting opened Tuesday morning, these men possessed the spirit of a mighty host.

Vice-Pres. Cox opened the meeting by saying:

Vice President's Address.

It is with regret I must inform you that our honorable and worthy President cannot be with us to preside at this our 10th annual convention of the K. G. D. A. owing to sickness which confines him to his room.

The duties of the chair thus falls to me. I feel the responsibility and shall endeavor to respond to the best of my ability.

It is indeed a pleasure and a compliment to our Ass'n to see so many representative grain dealers present today which not only speaks for itself of the benefits of this order but that each member realizes as a member he must do his part.

The past year has been one of trying circumstances and trials for the grain dealers, yet they have stood the storm like men and emerged therefrom stronger than ever and with greater determination to meet the future.

But the many unforeseen happenings of the past year, only teaches us the necessity of being more conservative and careful in our business, so that we can be prepared to meet just such emergencies that have occurred.

The past year our worthy Sec'y has been, as usual, ever active in fulfilling his duties and promoting and protecting the welfare of the members of our Ass'n. We feel we should approve the action taken by him against the deduction of 100 lbs. at elevators and note with pride the results attained at K. C. Kan.

Such tenacity of purpose and never tiring energy has accomplished what 9 out of 10 members believed at first to be impossible but Smiley never gave up and today we are beginning of the end of this practice not only on the Kan. side but the Mo. as well. Thanks to him.

The money panic came to us like a flash and caused all more or less inconvenience and loss. Yet things are becoming normal and we hope that the time is not far off when everything will again be on a sound basis. I trust each member of the Ass'n will bend every energy and effort to the building up of our organization during the coming year.

Sec'y. Smiley read the minutes of the last meeting, which were approved.

A. G. Dickinson addressed the Convention on the following pertinent subject:

The Grain Man's Burdens.

The hardest proposition the grain dealers of Kansas have had to contend with in the last few years is the car famine. If there is anything that paralyzes the grain dealer, it is to be unable to get cars to ship his grain. You cannot shut down and wait till cars get plentiful like you could if you were in some other kinds of business. If you do, you lose the whole season's work which means practically the whole year's work to the grain dealer. Grain does not ripen every month in the year and the grain season is limited. For this reason the grain dealer suffers more than any one else from a car famine.

Car Distribution.—The railroads do not always use good judgment in distributing cars among the different shippers. This makes matters worse than they would otherwise be. If the railroads would use a little common sense, car famines would be much less severe. To illustrate: At our town there are two railroads, the

Santa Fe and the M. K. & T. The Santa Fe agent tries to distribute the cars among the shippers fairly, giving each shipper his cars as nearly as possible in proportion to his needs. The M. K. & T. agent keeps a list with each shipper's name on it. The first car goes to the first party on the list, the second to the second party, and so on down through the list. When he gets to the bottom he begins at the top again and goes through the list as before, giving each shipper one car, and it does not make any difference whether he has one car or one hundred cars ordered, he has to take his turn. There is a large amount of hay shipped from there each year, and when cars are scarce the dealers cannot buy all the hay that is offered for sale, as they are unable to store it. Then the farmers begin shipping their own hay, and I have known as many as thirty farmers ordering cars for hay. Just imagine how much show you would stand with thirty farmers with one or two cars and you would be turning your turn with them for a car, your elevator breaking down with grain, every building in town that you could rent filled with grain, and behind with all your contracts, and then sit down and take one car out of every twenty-five or thirty. This has been the case in Kansas where the grain dealer has had to face several times in the last few years.

Terminal Dockage.—The grain dealer has other troubles beside car famines. Sometimes some Board of Trade passes a law, allowing its members to toll each car of grain that comes to market. Of course it is not stealing to take grain out of another man's car; it is just what is rightfully due, because the Great Legislative Body at Kansas City says it is due. That is what we call taking toll. You probably have heard of the toll roads in the east. Every short distance there was a toll gate and each traveler had to stop and pay for the privilege of traveling over the road. If the people did not wish to pay the toll they must keep off the road or go around some other way. Some of the grain dealers have been sending some of their grain around another way in the last few years and if I am not mistaken they will continue to send considerable of it around some other way.

I know a party who used to travel over those toll roads in the east considerable and he said he paid toll every time he traveled over the road and that was a toll gate and each traveler had to stop and pay for the privilege of traveling over the road. If the people did not wish to pay the toll they must keep off the road or go around some other way. Some of the grain dealers have been sending some of their grain around another way in the last few years and if I am not mistaken they will continue to send considerable of it around some other way.

Now if any Board of Trade has a right to take 100 lbs. of grain out of my car, it has a right to take 1,000 lbs. or 10,000 lbs. If it has a right to take 100 lbs, it has a right to confiscate the entire carload. If it has a right to take \$1.00 worth of wheat out of my car, it has a right to take \$1.00 out of my pocket, and if it has a right to take \$1.00 out of my pocket, it has a right to take \$10.00 or \$1,000.00; the principle is the same, and the Kansas City Board of Trade cannot get around it.

Charges Collected by Mr. Beall.—We find the money we give to the people the more they want. They catch us both coming and going. I sold the Farmers' Terminal Grain Co. of Kansas City, Mo. [laughter] a car of wheat a short time ago. The sale was made over the telephone and confirmed by letter. The sale was at a certain price f. o. b. Kansas City for No. 2 red wheat, with a reduction of two cents per bushel if it graded No. 3 red wheat. The car went out on Nov. 14, the draft was paid by them Nov. 15, and the car was set on side track in Kansas City on Nov. 16. When they made returns on the day after the draft was paid by them, they docked us the 2c per bus., charged us for weighing and inspection and did not send any inspection certificate or weight certificate. They also charged us for interest on the draft for ten days and insurance for ten days, when the car arrived the day after the draft was paid by them. They also charged us \$1.00 demurrage, claiming that they had to hold the car on track to write to us to see whether the 2c per bus. reduction was satisfactory or not. After writing to them and calling their attention to the fact

that when the sale was made it was agreed that the reduction in case the wheat graded No. 3 should be 2c per bus., Mr. Beall, the manager of the Farmers' Terminal Grain Co. remembered the agreement and forwarded us a check for the \$1.00 demurrage. But so far they have failed to furnish the grade certificate and weight certificate or refund the interest and insurance money.

Card bids: Several of the members of the Kansas City Board of Trade have been sending out letter and card bids on grain, and in that letter or card they had printed a paragraph, stating that 100 lbs. would be taken off the weight of each car. Several of these bids were for Galveston, Tex., shipment. The proposition is, they were trying to make a contract with us to give them 100 lbs. of grain out of each car.

New Laws Needed: These are some of the evils which confront the grain dealer at the present time. The grain dealer needs a few good laws enacted by both the legislature of Kansas and Missouri. What we need is a law making it a misdemeanor, punishable by both fine and imprisonment, for any purchaser of grain at terminal points to deduct any amount from the actual weight of any car of grain when making settlement for same, or for failing to furnish grade certificates and weight certificates for each car of grain handled, and for taking or collecting interest on book accounts or drafts made on cars of grain.

If the Kansas State Grain Dealers' Ass'n can accomplish this result, I feel assured the evil would disappear.

W. S. Washer: I want to say for the benefit of those present that I appreciate the gentleman's remarks and further add that in Atchison we don't deduct a hundred pounds from each car load of grain and we don't charge interest on drafts.

Committees were appointed as follows: Resolutions: H. Work, E. F. Madden, J. C. Robb.

Auditing: S. J. Thompson, H. Work. Morning meeting upon motion was adjourned.

Tuesday Afternoon Session.

Vice-Pres. Cox called the afternoon meeting to order at 2:30 and Sec'y. Smiley read his annual report as follows:

Secretary's Annual Report.

This report closes the eleventh fiscal year of the Kansas Grain Dealers Ass'n which ended Jan. 1, 1907. While we have had only 10 annual meetings including the present one, the Ass'n was organized Dec. 26, 1896. Of the original charter members, 8 in number, only three are now engaged in the grain business.

Comparatively few of the dealers now doing business appreciate the magnitude of the undertaking of the charter members of our organization. The country grain



Pres. R. E. Cox, Elsmore, Kan.

dealer at that time did not command respect either at home or abroad. Not at home for the reason that he was accused of robbing the farmers; and certainly not abroad for the reason that he meekly submitted to the many injustices heaped upon him at terminal markets, against which he had almost ceased to protest. Country elevator property was almost worthless and many country dealers were ready to give up in despair. Within two years after our organization order was brot out of chaos and many dealers felt that they had been granted a new lease on business life. While through organization we have eliminated many of the abuses which made the grain trade unprofitable, some of them still remain and I want to say that I firmly believe "Eternal Vigilance" should be our watch word if we expect to hold what we have gained and hope to eliminate the new evils that threaten our existence.

I believe that if for any reason the organization was permitted to drop out of existence the conditions at terminal markets would be as bad within one year as they ever were. Why not? Is it not a fact that the same men own and operate the elevators at terminal markets today who did ten years ago. Have we any reason to believe they have had a change of heart and would not do again what it is known they did ten years ago? We think not, for the reason that it has taken time, money and a lot of hard fighting to bring about these reforms.

The dockage system at terminal markets, which has been a rule rather than an exception for many years, has been abolished. I believe that only one market on the American Continent still continues this practice and that is Memphis. As comparatively few of our members patronize that market and none of them are compelled to, it is a matter of little interest to you. The last great market in the country to abolish this dockage was Kansas City, and as a number of our members were almost compelled to market their grain there, they fully appreciate what this means to them. Do not think, however, that this concession was made willingly and without a fight, as your officers were compelled to ask the support of the State of Kansas to have this practice discontinued. Great credit is due the Atty. General of this State, and the Asst. County Atty. of Wyandotte County, for their prompt and efficient service in our behalf.

Delayed Inspections and Reinspections occur in some markets because it is according to the custom and rule established

by the interests that dominate the market. We will concede that there are two sides to this question. To illustrate: "A" buys ten cars of grain, by sample, on an exchange floor which has been inspected by a regular deputy inspector as No. 2 grain. He expects to be delivered at his elevator or mill just what he bot. The grain is ordered in the regular way but for some reason is delayed and on its arrival at the elevator or mill is out of condition and is not the same quality of grain as purchased. Should the buyer be held responsible for this loss? We think not, but surely some one is responsible, either the receiver who represents the shipper or the transportation company. If the receiver has used due diligence in having the grain delivered the blame rests entirely with the railroad company to whom the shipment was intrusted and it should and can be made to pay the loss, as I will explain later. But when grain is sold f. o. b. point of origin subject to State or Board of Trade inspection and on its arrival grades No. 2 the first inspection should be final unless the purchaser can show that the car was plugged, or for any reason the inspector could not make a thoro inspection which should be shown in the inspection certificate. This is a matter of vital importance to shippers and I trust you will give the question consideration at this meeting.

Railroad Companies Liability for Loss in Transit: Under the old regime, claim agents of the different transportation companies were employed for the express purpose of refusing claim regardless of merit. Today a large per-cent of claims having merit are paid promptly. The general character of freight claims from the grain dealers standpoint may be classified as follows:

Loss by decline in the market value.
In quality because of delay in transit.
Because of delay to furnish cars.
Because of leakage or shortage in transit.

Loss of interest charged on drafts because of delay in making delivery at terminals.

Under the State Laws any transportation company operating partly or wholly within the State is liable to the shipper for any loss he may sustain for neglect to furnish cars promptly on demand, to move loaded cars promptly after B/L is issued and because of leakage or stealing in transit. This shipper can easily prove if he sustains loss from any or all of the above mentioned causes.

Many lines of road receiving shipments

endeavor to avoid payment of claims by throwing the responsibility on the connecting line to whom they deliver the loaded cars. Section 20 of the act to regulate commerce reads as follows: "Any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state shall issue a receipt or B/L therefor, and shall be liable to the lawful holder thereof for any loss, damage or injury to such property caused by it or any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contract, receipt, rule or regulation shall excuse such common carriers, railroads or transportation companies from the liability imposed." You can readily see that this act makes the initial line responsible to the shipper for delivery at destination regardless of the number of connecting lines handling the shipment.

Ass'n Shd. Collect Claims: There is no doubt but what all claims having merit can be collected. I would recommend that this association prepare printed blanks for the use of all our members free of charge and when members have sustained losses from any source through the negligence of any line of road handling their shipments, they be furnished blanks on request and if the claim is refused forward same to the Secretary and have him make demand on the road refusing the claim, and if still refused bring suit in the name of the shipper to recover it. It is only the small shipper, who is compelled to stand these losses. The claims of large shippers are promptly paid.

Deduction for Natural Shrinkage: The deduction of $\frac{1}{4}$ or $\frac{1}{2}$ of 1% demanded by some roads should not be allowed. There is no law for this deduction. Mr. Gower, traffic manager of the C. R. L. & P. Ry. Co., in a letter to Mr. Wells, Secretary of the Iowa Grain Dealers Ass'n, stated that it had been decided that pending better means than is at hand at present for determining the correct basis for this deduction, his company would waive all such deduction in the settlement of claims. All of us are interested in the matter and I would like to hear your opinion.

Kansas Wheat Grades: A great many grain shippers located in the Turkey hard wheat belt of Kansas think our present grain commission by refusing to comply with their request to establish a grade to be known as Turkey Hard Wheat, did them an injustice. This variety of wheat equals or surpasses any wheat grown on



Some of the Dealers Attending Annual Meeting of Kansas Association at Topeka, Jan. 14-15.

Photograf by J. C. Wolcott.

the American Continent and at some seasons of the year commands a price of from 3 to 5c per bu. over ordinary hard wheat. This is especially true when the millers of the Northwest are compelled to come to Kansas for a part of their supplies. Quite a number of grain dealers, millers and producers made requests of the present grain commission at their last sitting in this city in July 1907 to establish such grade of wheat, but for some reason unknown to the writer it was refused. If all grain was consigned and sold on its merits demand for such grain would not be so apparent but as hundreds of thousands of bushels of this variety of grain is sold annually on card bid the producer or grain dealer does not profit from its superior quality. I think the association should take some action at this time and would suggest that a resolution be formed and submitted to the Committee on Resolutions and if it meets with the approval of our members a copy be presented to the Governor and the three members of the present Grain Commission.

Local Meetings: I have called and attended 12 local meetings during the past year and with the exception of these meetings have been well attended. I feel sure that much good resulted. I can keep in closer touch with the members and can form a better idea of their wants in this way than by correspondence. A great many wrongs imaginary and real are settled at these local meetings that could not be settled in any other way.

The meetings will be continued and I wish to urge on all dealers present the importance of these meetings. I might add that I have only received two complaints during the past year of scoop shovel interference at points where we have members. In all instances the grain has been handled on a good margin of profit and excepting points where the crop was light the business has been fairly remunerative.

Elevator Scales: It is gratifying to know that a large number of grain men have installed scales in their elevators. During the past year a number of dealers who have owned and operated elevators for the past ten years without house scales decided that they could not longer afford to entrust their grain to the tender mercies of the railroad companies without knowing what the cars contained. The old maxim "where ignorance is bliss, 'tis folly to be wise" has proved very expensive, especially where shipments are made over the No. Pacific Ry. It is the custom of this road, where it finds by its track scale that a car is overloaded, to sell out the surplus to the local buyer at the first division point, accepting whatever price the buyer sees fit to pay, adding cartage charged. Sometimes notifying the shipper to put in claim for the amount. By installing scales in their houses this is avoided and should car be wrecked or grain lost in transit the shipper can establish his claims.

Use of B-1 Seals: I strongly recommend the use of private seals on all shipments of grain and grain products. I know positively that many cars leave the station where they are loaded without being sealed. You should take into consideration the fact that the average station agent is a very busy man and should his elevator be located some distance from the depot, as many of them are, he is very liable to forget that the car is to be sealed, and when the train arrives and picks up the cars no attention is paid as to whether or not they are sealed. While visiting in a town on the Rock Island the past season I found a car loaded with wheat standing on side track, near a mill, with the door open. Upon inquiry I found that the car had been set out of a train several days prior and the agent had not noticed that the door was open, altho the car was standing within 100 ft. of the depot. Suppose this car had been set out in this city or in Kansas City on what is known as "nigger track" what would have been the result? Short weight to the amount they could have carried away before they were discovered. These seals are inexpensive and if you will use them you will know positively that your cars are sealed before leaving the station. Inspectors at all markets report numbers of cars arriving without seals, and it is reasonable to suppose that at least a part of these cars leave the initial point without being sealed.

Car Shortage: Excepting branch lines there has been little complaint this season of the car shortage as the dealers having elevators located on the main line of railroads in the state have been provided with empty equipment. Dealers on the branch line, especially the Mo. Pacific and Santa Fe have been compelled to await the pleasure of the dif-

ferent lines before securing equipment, and as a result have lost quite a lot of business that properly belong to them. Many of these dealers claimed they were being discriminated against and made complaint to Railroad Commission, but so far as we know nothing came of it.

Federal Inspection: President Roosevelt in his message to Congress recommended that the present Congress establish a national system of inspection and grading of grain entering into interstate and foreign commerce. There is a growing demand throughout the entire country for uniform inspection and at a uniform grade congress held in Chicago past season all Boards of Trade as well as different grain dealers organizations were asked to adopt the plan mapped out by the congress. Some of the largest markets in the country adopted the plan, but none of the western markets have seen fit to adopt it. It is generally conceded that if this country expects to hold its foreign trade we must have more stringent inspection rules. We cannot hope to eliminate politics from our inspection policy or on question is whether or not we shall get better service and more competent inspectors under Federal appointment than we have under State appointment.

It has been asserted that much of the dissatisfaction arising from the handling of grain at destination points and at consuming points is not known fact but the marketing of damaged and unclean grain. While this may be true to a certain extent I cannot help but conclude that the dissatisfaction is brot about largely from the mixing of lower grades with higher, and by unjust and inefficient inspection policies. It is not that all large grain centers there are about twice as many bushels of No. 2 wheat shipped out as there is shipped in, and who ever heard of any No. 4 and rejected grades shipped from a terminal market? While it is true that this hospital No. 2 wheat does not command as high a price as virgin No. 2 at home, it is cleared from our export ports as No. 2 American wheat. Ask any miller in the country who has had hospital wheat delivered to him on contracts what he gets, and he will tell you that a large per cent of it is unfit for milling. How the elevator concerns secured an inspection certificate of No. 2 wheat is hard to understand.

The question is whether under Federal inspection the buyer will get what he buys. Is it not reasonable to suppose that if a deputy or chief inspector appointed by the Secretary of Agriculture is negligent in performing the duties of his office and complaint is made he will be removed and a competent man appointed to fill his place. This cannot be done under state political inspection, as has been demonstrated time and again.

Under Federal inspection a car of grain inspected in Wichita as No. 2 or 3 is not again inspected on its arrival at Topeka or Kansas City, or any charge made for inspection. Under state inspection rules a car of grain inspected at Wichita for which a charge of 50 cents is made is forwarded to Topeka and another charge is made, and if for any reason the car is refused here and sent to Kansas City still another charge of 50 cents is made, making a total of \$1.50 per car. This question is for your consideration. If you favor the measure you can assist in passing the bill by writing your Senator and Congressman asking them to support the measure, and if you are not in favor of it ask him to vote against it.

In conclusion I wish to say that one of the evils against which he will have to guard is the disposition to lose interest in Association work. If we are inclined to overlook the matter and allow ourselves to become indifferent in a very short time we will be back in the old rut from which we have striven to emancipate ourselves.

W. S. Washer: I move that Mr. Smiley be tendered a vote of thanks for his excellent report. Motion carried.

The financial report of the Sec'y, was then read:

Financial Statement.

Balance Jan. 1, 1907	\$ 264.70
Cash Received for Membership fee	222.00
Cash Received for Dues. \$2,952.50	
Less exchange	26.60
	2,926.90
Cash Received for advertising.....	315.00
First National Bank Dividend.....	2.62
Refund from S. J. Hunter, Green Bug Fund	13.37
	\$3,744.59

DISBURSEMENTS.

Taxes	\$ 1.56
Western Union	2.91
Auditors Expense	7.05
Badges	20.00
Green Bug Fund	25.00
Office Supplies	104.88
Telephone Co.	52.90
Rent	111.10
Officers Traveling Expense	134.95
Printing	163.00
Postage	204.00
Secretary's Traveling Expenses.....	316.87
Stenographers Salary	372.58
Secretary's Salary	1,935.00

Balance Jan. 1, 1908

\$3,744.59

Motion was made and carried that the report be referred to the Auditing Committee.

W. S. Washer then addressed the meeting on Federal inspection.

Federal Inspection Impracticable.

We are again confronted with federal control of grain inspection. It may be primarily noted that the agitation for the control of inspection by state or federal government has always originated not with the producer or handler of grain, nor from any of the great market centers, but invariably from those who have political patronage to distribute. The politicians and pseudo-statesmen who are filled with beautiful theories, and whose place is in the limelight, are almost invariably responsible for the foisting of idealistic and impracticable schemes upon the people and the commerce of the nation.

First and foremost, there is no crying need for federal inspection of grain. The producers are not demanding it, the local dealers as a rule do not desire it, and the boards of trade and chambers of commerce of the nation are apparently not enthusiastic upon the subject. As a matter of fact, I firmly believe that if those who are interested in the matter were left to choose it would be the almost unanimous verdict that if the grading of grain were left in the hands of the properly organized boards of trade at market centers, the greatest satisfaction would result.

Political inspection as a general proposition is a farce. A man is chosen for chief grain inspector of the state not because of any peculiar fitness for the place but by reason of the political influence which he controls. By the same progress of political affairs his associates are chosen in the same manner. The junk dealer, the potato buyer, or the dry goods clerk are given the place provided they control sufficient patronage in the bloody sixth or ninth precinct of the third ward. True, some of these appointees may, after years of service, if given the political grade to remain in office, become proficient in the grading of grain but they are invariably educated at the expense of the trade.

On the other hand, if boards of trade are given control of the grading self-interest immediately makes itself apparent and proper and fair methods of inspection will be established in order to maintain the prestige of the market.

Uniformity has had consideration for some years, and the National Ass'n of Grain Inspectors and the Grain Dealers National Ass'n have been working in close harmony toward adopting a system of grading that will be as nearly uniform as possible. Absolute uniformity of grades is a chimerical dream. Anyone who will give the matter the least thought will recognize that wheat raised in divers localities and under different conditions of soil and climate cannot be graded to conform to the same standard. Corn raised under conditions such as have prevailed the past fall and this winter is of an infinitely better variety than when raised under adverse conditions. Corn that will grade No. 3 in the Atchison market in Nov. or Dec. definitely cannot be reasonably graded in Memphis or Atlanta, nor can it reasonably be expected to. Of all the grains oats is probably the only one upon which a uniform standard could be established.

It is pointed out by Senator McCumber, the author of the pending bill, who is undoubtedly sincere in his views, and many sincere men are impractical, that this department of the Govt. would be under Civil Service. So are many other departments of the Govt. under Civil Service, but that has not served to keep out of the ranks of government employees, men who are decidedly palpably incompetent and worthless.

The same Sec'y of Agri., who discovered

that the great state of Kansas was in the semi-arid region of the country might refuse to inspect any corn raised in this parallelogram upon the grounds that it was impossible to raise corn in a semi-arid region.

Senator McCumber, the author of the bill, in a letter to the Sec'y of this organization, writes that much of the dissatisfaction in the matter of inspection is due to the mixing of lower grades with higher grades of grain. Yet, each of us knows that by reason of the mixing of grain the average price bid for the nation's crop of grain is materially greater than would otherwise be the case. It has not been a great many years ago, and within the memory of many of the older men in my hearing, when there was a stable difference between No. 2, No. 3, No. 4, and rejected wheat respectively of some five to ten cents per bushel, and grain inspected as No. 4 was marketed as No. 4. The unfortunate farmer who had bad luck with his crop or whose land was not as good as his neighbors' would never in the world pull out from beneath his mortgage burden if this condition were to again prevail.

One of the principal arguments made by the advocates of Federal inspection is that the foreign countries to whom we sell our grain demand it. It had not been my impression that this great nation was being conducted for the benefit of the various tribes of our brothers who live across the great waters. My experience in the exportation of grain has led me to believe that the foreigner can get just as good grain as he is willing to pay for, but the facts of the matter are, that he will buy the made up article of export grain because it is cheaper rather than to pay the current market price for the virgin grain. Continued efforts have been made from time to time by boards of trade and inspection departments at export points toward raising the grade of export grain, but the response from the buyers has never been sufficiently enthusiastic to warrant any great success.

A striking example of the success of the board of trade supervision of grain matters is apparent in the weighing departments of the various boards of trade. The weighing department of the Chicago Board of Trade, under the excellent direction of H. A. Foss, demonstrates the highest degree of efficiency to which board of trade weighing may attain. Weighmaster Goodwin, at Kansas City, has improved conditions materially in that market, and Weighmaster Warren, formerly in charge of weights at St. Louis, has within the past year been summoned to take charge of elevators at Baltimore by reason of his success at St. Louis.

That there are many evils in the present inspection system is undeniable. Contract grain is seldom up to standard. The man who buys five, ten, or twenty thousand bushels of future wheat in Kansas City market with the expectation of accepting delivery on the same, may be reasonably certain, under present conditions, of receiving a manufactured mixture of off-grade wheats that is an outrage to foist upon anyone. This situation actually prevails at Kansas City today and is the

fault of the politically conducted inspection departments of the states of Kansas and Missouri, and the Board of Appeals, of that organization is at fault in sustaining such a grade, which the inspectors permit to pass. Yet, I firmly believe that if inspection at Kansas City were in the hands of the Board of Trade that the members of that organization would arise to the opportunity and see to it that an absolutely fair, square, and impartial inspection department was maintained.

Federal inspection is another example of governmental paternalism. If this tendency continues we will have Federal inspection of our daily and hourly habits, and a Federal censorship of our very opinions. We may reasonably expect within the next twenty years to see a vegetarian party in the field who, if successful, will prescribe meat from our meals, and breakfast foods concocted from everything available from sawdust to no grade corn will constitute our daily diet. The gentleman who has recently made so successful a test of a peanut diet will undoubtedly be appointed Sec'y of Agri., while his fellow experimenter on a bean diet will be appointed Sec'y of War. (Bum! Bum! * * * Boom!) It is decidedly unfortunate that a question similar to this is continuously advocated, and let us hope that Congress will in no wise seriously consider the pending measure.

W. S. Washer: I desire to take exception to Bro. Smiley's remarks in so far as they referred to Federal inspection of grain. I don't believe that because a car of wheat grades No. 2 here to-day is any sign that it should grade the same two weeks from now when subjected to different climatic conditions. Because it is No. 2 here is no sign it should be No. 2 in New Orleans.

E. J. Smiley: I rise to defend my position for Federal inspection of grain. I know beyond doubt of cabal, and beyond refute, that grain which grades No. 2 here to-day shud grade No. 2, 10, 20 or 30 days hence. I think after a great deal of study of this question that Federal inspection according to the McCumber bill which provides for civil service rules under which all grain inspectors would be examined before they assumed their positions we would get better service than we do today. If the Federal Govt. under the supervision of the Sec'y. of Agri. (and we have given up all hope of eliminating our inspection from politics) appoints the inspectors who have been subjected to civil service rules, then isn't it reasonable to assume we will get better service than at present while men are appointed because they have a political pull?

What does the bill under consideration call for? Uniform Grades. Isn't that what the country wants, what the Grade Congress which met in Chicago wants? Then how can we get them except at the hands of the Govt? I say I am fully convinced after having made a thoro study of this question that Federal inspection is the only solution of the inspection problem.

I will not, however, attempt to answer the gentleman from Atchison, for his powerful mastery of the vocabulary would floor me in a few minutes, but I want to hear what you fellows have to say about it. If you are for it, say so; if you are against it, say so. Anyway, talk.

H. Work: I wish to submit the following resolution:

Government Supervision.

WHEREAS, the rules governing the grading of grain used in interstate trade vary so greatly as to cause much confusion, misunderstanding and losses to those engaged in the grain trade, be it

Resolved, that we, the Kansas Grain Dealers Ass'n in convention assembled at Topeka this fourteenth day of Jan., 1908, do petition Congress to enact a law requiring the use of uniform rules governing the grading of grain and uniform inspections by existing inspection authorities under the supervision of the Sec'y. of Agri. in all trade between the different

states and in the import and export grain trade. Be it further

Resolved, that our Sec'y be instructed to send a copy of these resolutions to each Kansas representative in Congress and to the members of the Agricultural Committee of the United States Senate and the House of Representatives.

I move that it be referred to the Resolution Comite. Motion carried.

F. A. Derby: I am in favor of Federal inspection.

I. A. Pribble: I believe we had better have Federal inspection than supervision.



Secy.-Treas. E. J. Smiley, Topeka, Kan.

W. C. Goffe: I don't see why you need to bother about Uniform Grades or Federal Inspection. The foreigner can get what he wants if he'll pay for it.

E. P. Mourer: I can't see any injustice in Federal Inspection.

M. Lewis: I don't know much about the question. I'll let you fix that.

D. F. Piazsek: I can't see where we'll be benefited by Federal Inspection.

A. G. Dickinson: I think we want Uniform Grades, but I don't believe we want the Govt. to give them to us. I, for one, am not in favor of turning to Uncle Sam for every ill. Theoretically it may be alright, but practically it is not.

Sec'y Smiley then announced that the Millers and local grain dealers of Topeka would tender a banquet to the members of the Ass'n in the hotel dining room at 8:45 in the evening. Meeting adjourned until Wednesday morning.

The Banquet.

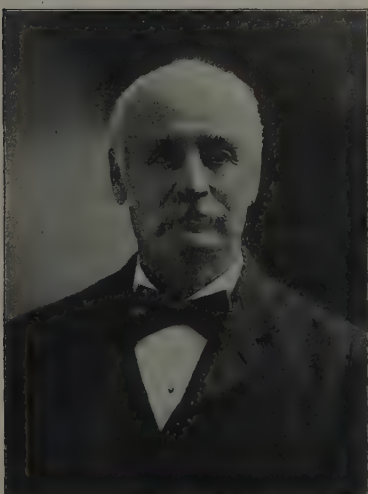
There are two things the average Kansan likes,—to talk and to eat. The grain dealers did both at the banquet tendered them by the grain dealers and millers Tuesday evening.

The grain dealers, in order to express their regard for the entertainment, thanked in resolutions found elsewhere for the mental and physical treat. That it was a mental treat to hear some of the speakers is undeniable, but that it was a physical treat to put away all they had to eat is questionable, depending, of course, on adaptability of a man's digestive organs to so much high living. At any rate there was high thinking to accompany it and everybody had a good time.

The toastmaster is a well-known publisher in Topeka and possesses a Scotchman's wit, which he effectively used to introduce the speakers.

Speakers.

John MacDonald, Topeka, Toastmaster.
T. A. McNeal, Topeka.
J. C. Robb, Wichita.
W. R. Stubbs.
W. W. Bowman, Topeka.



Vice-Pres. Jos. Latshaw, Wilson, Kan.

H. F. Probst, Arkansas City.
W. C. Goffe, Kansas City, Mo.
E. F. Madden, Hays City.
Knute Knutesen, alias Wm. Murphy.

Sweet Gherkins	Menu.	Celery
	Consomme	
	Olives	
Fried Fillets of Gray Mullette, Sauce Remoulade		
Pommes de Terre, a la Dauphin.		
Fried Young Chicken, Cream Sauce		
Little Dot Peas	Candied Sweet Potatoes	
	Waldorf Salad	
Delmonica Ice Cream	Assorted Cake	
Swiss Cheese	Toasted Crackers	
	Cafe Noir	
Cigars		

T. A. McNeal paid the following tribute to the Ass'n:

I have learned that this Ass'n started 12 years ago with 8 members and now you have a membership of 320. Whenever you help the farmer grow better wheat, better corn, then you become a public benefactor and you should be encouraged in your work. Since Kansas was born it has become a great grain state. It has raised over 6 billion bushels of corn, 2 billion bushels of wheat amounts beyond comprehension. Why, if the corn was put in cars holding about a 1,000 bus. each the string would reach twice around the globe and extend 10,000 miles on the third lap.

W. R. Stubbs: Think there should be a very amicable relation between you and the farmer. Believe Kansas should be the centre of a great grain market and you dealers should not be forced to ship your grain to Kansas City and then South to the Gulf. The rate from here to the Gulf ought at least to be equal to that of Kansas City and then you would not be forced to ship your grain at extra cost by a circuitous route.

As Mr. Stubbs is a candidate for Governor he inferred that if votes came the right way the dealers would know upon whom to depend for work in behalf of such rates.

J. C. Robb said he was glad the Kansas City Grain Dealers Ass'n was not a trust. We have gotten away from the idea that this Ass'n is a combination to promote our own selfish interests. We are endeavoring to do for ourselves what some of the state officials have failed to do for us. Down in Oklahoma Chas. West threatened to bring suit to annul the Santa Fe charter and the officials of that railroad got cars for the boys, saving them hundreds of dollars. 'What have we gotten?' I think it is time for us to get into politics, not as partisans, but as men who want something and are going to get it.

H. F. Probst then delivered his address on the "Terrestrial," which was the hit of the evening. He was continuously cheered and given ovations according to no other speaker, tho there were many on the program whose reputations as yet reach far beyond that of the witty German.

W. W. Bowman: The panic of 1907 was like others in one respect, that it was the result directly of over speculation. In other ways it is entirely unique. It was worth a great deal to us.

W. C. Goffe made an excellent plea for harmony and asked that the imaginary line between Kansas City and Kansas be wiped out. That the interests were mutual. He illustrated his talk with some bright stories.

E. F. Madden eulogized Kansas corn, wheat and money.

Wm. Murphy told in Swedish dialect a number of laughable stories on dealers present which were as usual cheered to the echo.

The Modocs rendered two vocal selec-

tions which were much applauded by the guests.

Wednesday Morning Session.

Vice-Pres. Cox called the meeting to order at 10:00 o'clock and called upon J. C. Robb, who delivered an address on the Grain Men in Politics, a subject hitherto evaded by the Ass'n. Mr. Robb said:

Grain Men in Politics.

It is with some degree of misgiving and a great deal of timidity that I speak to my subject, "Grain Men in Politics." This is a body of men engaged in a line of business more closely connected with the common people and more closely connected with the financial institutions than that of any other. We are the custodian and guardian of the farming interests of this great grain producing State and most of us are worthy of our trust and fill our position with honesty and credit to ourselves and to our customers. Generally speaking, we have the entire confidence of our financial institutions and are ably assisted by them in all our undertakings. Let us, therefore, be true to our trust, to ourselves and families, and to our customers, thereby rendering ourselves deserving of the general good name and reputation that we now have. No line of business is conducted on so high a plane as ours, all our transactions are founded on our past record of honesty, by sign, in person, by letter and wire, making contracts involving large amounts and always, or almost always, strictly adhered to and fulfilled.

Grain Rates: For many years the basis of grain rates has been fixed in such a way as to show great favoritism toward the market of Kansas City. At the present time Kansas City enjoys a rate on wheat to Galveston and to New Orleans for export of only 18 1/2c per cwt. Whereas, such points as Winfield, Wellington and Wichita, which take much shorter hauls than the Kansas City haul, are compelled to pay a rate of 25c per hundred. And so it is all the way thru; take the rates to Memphis, and to Little Rock, great consuming points on domestic business, and you find Kansas City has a rate of 17c, whereas, Wichita and points in surrounding territory carry rates of 25c and 26c.

Not only is favoritism shown to Kansas City in the matter of rates, but also in the matter of rebates, called by transportation companies, "elevation charges," but which, in fact, are nothing more than rebates and have been so called by the Interstate Commerce Commission and by the courts in many of their decisions. At this time Kansas City is a competitor of every grain shipper in the State of Kansas to Galveston and other ports on export business and to all the South and Southeast on domestic business. They not only have the benefit of these low rates fixed in their favor, but they are also allowed what is called an elevation charge, and which I call a rebate of 1/2c of 1c per cwt. on all grain moving through the elevators at Kansas City and finally shipped to those points.

We find abuses of the transportation companies in their favoritism to certain shippers closer to home. For instance, at Ft. Worth, the Rock Island has established an elevation charge there of 1/2c of a cent. This is a favoritism to the J. Rosenbaum Grain Co., and is for their sole benefit. It has just that much advantage over any other competitor located at any point in Kan. or Okla., when going further with other shipments to domestic mills and the interior of Texas trade. At Little Rock and Memphis these same elevators are paid closer to home. We find that at Atchison and Leavenworth they are paying an elevation of 1/2c of a cent per hundred, not because they desire to do it, but because the shippers at those points took a stand that they were as much entitled to it as Kansas City and forced the railroad to allow it to them by bringing procedure in court.

I think it can be said without fair contradiction that as much grain is handled through the Wichita market as at any other point in the State of Kan., Kansas City, Kan., perhaps, excepted. We find this same abuse existing and for the same reason, favoritism to certain shippers. At Coffeyville the Mo. P. is paying an elevation of 1/2c of a cent per cwt. on all grain that is handled through what is known as the Mo. P. Eltr. at that point, which is in charge of The Hall-Baker Grain Co. At Winfield the Santa Fe is paying 1/2c a cent per cwt. for all grain handled

through what is known as the Santa Fe Eltr. at that point, which is in charge of The Moffatt Commission Co. This is all done with the full knowledge of the state authorities of this State and they have acquiesced in it by their silence and inactivity.

The only relief from these high and excessive freight rates that we have had was the material reduction on both the domestic and the export rates to Texas points, and to New Orleans solely for export secured through the efforts of a suit brot before the Interstate Commerce Commission in the name of The Pratt County Shipping Ass'n, which was really fathered by the Wichita Board of Trade, and which body paid the expense incident thereto. These reductions were materially of great benefit to this state. But the high and excessive rates that have prevailed for years to the Southeast on domestic business still exists and no effort has been made on the part of the state authorities to have them reduced.

Politics: We are now soon to enter on a great political campaign in this State involving questions of finance, positions of trust, governor, senator and other high places in which the great body of the people of this State are so interested. It is my purpose to try to interest the grain men in this struggle not as partisans but as individuals interested in their own welfare as well as the welfare of the people at large. Why? Because we are long suffering without relief at the hands of those in whom we have placed our trust, and in the hands of whom we have placed in high places, our State Officers. These officers have sat idly by and let the opportunity for them to do great benefit to this State pass without notice. Notwithstanding the fact that just on their borders in the territory of Oklahoma, a great deal of trouble was being waged against the transportation companies. Here we sat all last season suffering from these high rates, suffering for the want of cars and for the general transportation facilities on which we had a right to depend with no assistance and with any appeal that might have reached them ignored.

Compare this action with what has been done in Okla. by Gov. Frantz, a true disciple and follower of President Roosevelt, by his Atty'-Gen'l Cromwell, a brave fighter and an honest man succeeded by Charles West, a sturdy little Virginian who cannot be moved to corporate influence. These men, with practically no laws behind them on the subject, forced the transportation companies to lower their rates to a reasonable basis, not only on grain but on grain products and on lumber and on coal. They listened to the shippers' complaints and where a just complaint was put before them they brot suit in the interest of that shipper and at the expense of the state prosecuted by it's officers and in a number of cases they have recovered damages from the railroad company for excessive charges on coal and other products. Our great Atty' Gen'l Jackson has done nothing.

Our State Railroad Commissioners have done nothing, except reduce the rates to the favored market, Kansas City. There is now a movement on in this state, and I think that the hearing has been set for an early date at Topeka to fix the rates on grain to Kansas City, but there is no effort on their part to reduce the rates in a corresponding ratio to Galveston and to New Orleans for export, to Texas for domestic use, or to the great Southeast, our natural market for domestic use. It looks to me like it is another move on the part of Kansas City to secure further favoritism for herself, and our officers who are sworn protectors and who ought to be such, are lending themselves and their offices and power and influence to it.

About eight years ago the Republican party was divided into two very pronounced factions and they were fighting each other about as earnestly and as vindictively as it was possible for one faction to fight another. The object of the Bailey-Leland-Albaugh crowd was to beat Curtis. The object of the Curtis-Mulvane-Kelley crowd was to beat Leland. Five years ago the Leland-Mulvane-Bailey crowd elected Long senator but Long's election was as much opposition to Curtis as it was support of Long. Four years ago the opposition to the Leland-Bailey-Long crowd resulted in the organization of what was known as the boss-buster movement which forced Bailey out of the fight and nominated Hoch for Governor. This movement brought to the surface Mr. Stubbs, the acknowledged leader of the boss-buster movement and the success of this movement and the defeat of Bailey intensified the feeling between the two

factions. The factions are somewhat the same, the respective leaders being Stubbs on one hand and Long on the other and the stake that is being played for is the United States Senatorship, altho the fight is ostensibly being made over the office of Governor.

Long has been opposed to a primary election from the first but his present position as shown by the statement of his Sec'y, shows he has been playing the political cards with the skill of a master. He induced Bailey to become a candidate for the Republican nomination of Governor. This forced Stubbs to be a candidate for the nomination to the same office. After these men had announced their candidacy a special session of the legislature was called and it was evident that one of the laws which would be enacted was a primary law. Long saw this and, presto change, as announced in the recent dispatches, he becomes an advocate of the primary system. Stubbs has tied himself up so he cannot become a candidate for Governor and Senator at the same time. Long and his friends have tied Bailey up so he cannot become a candidate for Senator, and for the time being, at least, Long has no opposition for the nomination for the position which he now holds.

There never was as fine an opportunity for the people to see the inside and destroy the schemes of the politicians as now. The politicians of the State are all in two crowds. The alignment is changed somewhat, Curtis now flirting with the Long faction and Leland flirting with Stubbs, but every prominent politician will be found in one crowd or the other, and with the politicians lined up in these two crowds a fine opportunity is presented for the people to smash all states.

Are we going to sit idly by and see this gang of politicians control State affairs for their sole benefit and for the sole purpose of securing offices for themselves and their followers? If you will read what has been said in the papers as to their aims and objects, none of them advocate any principle or the enacting of any law that is for the benefit of the entire people of this state, nor do they announce their object or aim to be to secure lower freight rates for the people of this state or to secure more rigid corporate control. Their interest is not to advocate the welfare of the grain men and the millers of this State, not for the welfare and interest of the bankers or the merchants, but for office and for office solely and alone. Their only commendable act in my opinion is their almost unanimous support of the candidacy of Secretary Taft. They do advocate and say that a bank law ought to be passed but that is a natural consequence of events brot about by the recent panic and in order to quiet things in this State and put business on a sound basis again, something of that nature must be done in order to restore confidence of the people in the financial institutions. It is demanded by the people and they are simply going to carry out the will of the

people because it is apparent and cannot be avoided.

What should they do? In my opinion, they should declare for better railroad laws, they should make an appropriation and authorize the Railroad State Commission to use it for the prosecution of cases which can only be brot before the Interstate Commerce Commission. The Attorney General should declare his intention to secure justice and right for the shippers and merchants and for the jobbing centers of this State. Have they done that? Did they go out as Governor Frantz and Attorney General Cromwell did when shippers were suffering all over the State for want of cars and bring suit to annul the charters of the different transportation companies of this State on the ground that they were not performing the functions of a common carrier in that they did not furnish equipment to transport the traffic offered them? This was done in Oklahoma and it brot shippers relief. Corn that had been upon the ground for months was cleaned up and shipped out but no such action was taken in Kansas. Our Att'y Gen'l was unknown to us and his office seemed to be not for the benefit of protection of the shippers of this State and the people in general, but for the benefit of himself and for the emolument it might bring to him. When the hearing was at Topeka before the Interstate Commerce Commission in what was known as a Texas rate controversy, and which resulted in great benefit to the shippers of this state, did you find the Att'y Gen'l of Kansas there? No. Did you find the Att'y Gen'l of Oklahoma there? Yes. Fighting for the shippers, doing everything he could to present this case in the right light and secure justice.

I might go on and cite you case after case and opportunity after opportunity for the Att'y Gen'l and the other officers of this State to help the people secure relief so much needed without a single instance being shown where these officers did their duty. Take the case on cotton piece goods brot by Wichita jobbers to reduce the rates from the Gulf to Wichita to the same basis as rates prevailing from the Gulf to Kansas City. Did you find the Att'y Gen'l of this great State assisting these merchants to secure relief for themselves which would result in benefit and reduced prices to the people? No. They were not heard of, they offered no assistance, not even their presence. Why was this? It seems to me that ought to be apparent to all that it is because of the railroad and corporate influence which put them into power. They ought to be commended for their loyalty to their masters, for in the face of adverse criticism by the newspapers and by individuals they have withheld in every case the use of their office, their official power and influence to secure relief.

I am a strict partisan and believe in fighting for the right thing in my own party. It is not necessary for a Republican to desert his party to bring about right, neither is it necessary for a Democrat to desert his party, but get into the fight in the party and right the wrongs there. When we come to the Convention at Topeka soon to be had, let us count noses, let us call a caucus of our own and stand together and support no candidate that will not pledge himself to carry out the commission and to bring about the reforms that are needed in this State.

C. B. Madden: I'm not in politics, but we have a freight proposition with us all the time that must be considered. We shud have lower rates. Andy Jackson may be a good fellow and all that, a credit to his ancestor who was a scrapper, and it's all right to join with a few nice old ladies and close up the "joints," but that don't help us poor devils who want better rates. Now Gov. Hoch's a nice fellow, too, we both belong to the same church. He's a Methodist and so am I, a paying Methodist, not a praying one (laughter), but we want results, and we want to get them faster.

E. D. McKeever, a Topeka lawyer and one who has had considerable experience in fighting for Reciprocal Demurrage, addressed the dealers for an hour and a half on the subject, "Reciprocal Demurrage as Recognized by the Courts." He said in substance:

I can't say what the U. S. Supreme Court will say about our Reciprocal Demurrage Law when it passes upon the

case now pending which will be decided soon. There are Reciprocal Demurrage laws which have been substantially valid. If the people keep on trying they will eventually get one that can be enforced. I will say, however, that personally I doubt if it is the best way for the shippers to get what they want. I think the



Director S. J. Thompson, Holton, Kans.

preferable way would be to put the matter in the hands of the State Railroad Com'n and then see that it does its duty.

H. Work: I move that the Ass'n give Mr. McKeever a vote of thanks for his able address. Motion carried.

The following communication relative to the green bug was read:

Prompt Action Needed Against Green Bugs.

Lawrence, Kans., Jan. 14, 1908.
Mr. E. J. Smiley, Sec., Topeka, Kans.
Dear Sir: I enclose some papers relating to the green bug wheat pest, which will explain themselves. I mentioned this matter to the Governor a few days ago and I wrote him a letter yesterday, sending him a signed statement by Professors Headlee and Hunter, and requesting that an appropriation of \$10,000, or so much thereof as may be necessary be appropriated at the special session to fight this pest. I do not need to enlarge on this subject to you.

I think the condition somewhat grave and worthy of prompt action. I am not an alarmist, and do not desire to give wide publicity to the conditions that I think are apparent; that is I do not want to advertise our state adversely. But little examination of wheat fields has been made as yet and only locally. But his slight examination shows the presence of the destructive bug and in two of the fields examined, in very large numbers. I suggest a committee of the Grain Dealers Ass'n call upon the Governor and urge prompt action.
Yours truly,
J. D. Bowersock.

H. Work: I move that the chair appoint a comite of three to wait upon the Governor relative to the green bug proposition.

C. B. Madden: I move that the chair include the name of the bug man who is to address us this afternoon.

Mr. Work's motion prevailed.

Adjourned to afternoon.

Wednesday Afternoon Session

Vice-Pres. Cox called the meeting to order at 2 o'clock and Wm. Murphy announced that all of the dealers who would go to Kansas City in a special car



Director Perry N. Allin, Coffeyville, Kans.

provided for them by the U. P. R. R. would receive tickets as a compliment from the Kansas City Board of Trade to the Grand Opera House. About thirty signified their intention of going.

S. J. Hunter of Lawrence was introduced to the grain dealers and with a few charts gave an interesting discourse upon the green bug. He said:

The green bug is a foreigner which came to us a short time ago from Italy and we don't know much about him, nor just what he will do. We have learned that it will reproduce itself without male or female fertilization at the rate of from 2 to 8 per day. Several things are used to check it, among others being a parasite which runs up and down the plant upon which the green bug is working, stings it, thus depositing an egg which finally eats out the vitals of the bug. One parasite will clean out 10,000 green bugs in thirty days. The parasite is not very active in a temperature below 56°. The evidence of the work is the green bug sticking to the wheat. Now we have learned that volunteer wheat and oats are the very life of the green bug, that such grain will tide them over from season to season and volunteer grain before long will be receiving as much attention as the green bug itself. A green bug will attack wheat, oats, corn, and 5 or 6 species of grasses. You can always tell it by the heavy green stripes down its back.

H. Work: I move that we tender Prof. Hunter a vote of thanks for his excellent address. Viva voce vote was taken without a dissenting voice.

C. A. Smith gave a short talk on "Contracts." Among other things he said:

My experience has been that contracting grain from the farmer is unprofitable. If the market goes down you get all the farmer's grain and perhaps some of his neighbor's. If it goes up you probably don't get any, for we have never deemed it expedient to use extreme measures to make the farmer live up to his contracts.

The following comite was appointed to wait upon the Governor: B. F. Blaker, F. B. Bonebrake, W. S. Washer.

A report of the Arbitration comite was called for. A. H. Bennett, chairman, said: I have been too busy to make up a written report, but will say we have only had 7 cases to arbitrate during the past year and none of them have been appealed. I think this is a very fine record in comparison with Texas, which I understand frequently has over a hundred. Most of the trouble has been that the parties who have made purchases or sales have failed to know exactly what they bot or sold. They did not carefully examine contracts.

Report of the Auditing comite, S. J. Thompson, chairman: Mr. Thompson simply stated that they had found the books of the Sec'y alright.

Committee on Resolution, H. Work, chairman:

Report of Resolution Comite.

Political Action.

Resolved, That we deem political conditions in Kansas at this time to be in such a state that necessarily forces us to take a hand in politics with the aim in view of protecting and promoting the rights and interests of ourselves and our customers. The farmers and grain producers of Kansas. Therefore be it

Resolved, that the Secretary is hereby instructed to take this matter up by correspondence with the members with the object of getting as many grain men as possible on the delegations to the State conventions and that the President appoint a Committee of three as advisory and consulting.

H. Work: This is approved by your

comite and I move its adoption. Motion carried.

Federal Grain Inspection.

WHEREAS the rules governing the grading of grain used in interstate trade vary so greatly as to cause much confusion, misunderstanding and losses to those engaged in the interstate grain trade, be it

Resolved, that we, the Kansas Grain Dealers Ass'n in convention assembled at Topeka this 15th day of January, 1908, do petition Congress to enact a law requiring the use of uniform rules governing the grading of grain and uniform inspections by existing inspection authorities under the supervision of the Secretary of Agriculture at ports of the U. S. on all outgoing and in-coming grain in car lots as well as in boat lots.

Resolved that our Sec'y be instructed to send a copy of these resolutions to each Kansas representative in Congress and to the members of the Agricultural Committee of the United States Senate and the House of Representatives.

H. Work: This has been approved by your comite and I move its adoption.

A. H. Bennett: I move that we substitute the following resolution:

Mr. Bennett's Substitute.

WHEREAS, We the Grain Dealers of Kansas, believing that the best interests of the producer of grain and of the manufacturers of grain products will be conserved by the establishment and maintenance of Federal Inspection of grain in all the markets of this country and to the end that such classification and grades should become staple as the currency of the country, be it

Resolved, that we favor Federal Inspection of grain and that the same may be properly and effectively established and maintained, we favor such legislation with only such modification as will be necessary to accomplish the purpose indicated. Be it further,

Resolved, That the Sec'y of the Ass'n be instructed to forward copies of this resolution to the President of the United States, the Sec'y of Agrl. Senator McCumber, and to the Hon. Jas. E. Watson member of Congress, who introduced the measure now pending in Congress, and to each of the Honorable Senators and members of Congress from this state.

After discussion participated in by H. Work, A. H. Bennett, A. G. Dickinson and E. J. Smiley the Bennett substitute was adopted.

Vote of Thanks.

WHEREAS, The millers and grain men of Topeka have entertained us royally and well, and the banquet given us last night was a mental as well as a physical treat, therefore be it

Resolved, that we tender them our sincere and heartfelt thanks and express to them our appreciation.

H. Work: This resolution is approved by comite and I move its adoption. Motion carried vehemently.

Resolution of Sympathy.

WHEREAS, Our president is confined to his bed with illness and has been unable to preside at our annual meeting, Therefore, be it

Resolved, that we express to him our sympathy and the wish for his speedy and full recovery.

H. Work: This resolution is approved by comite and move its adoption. Motion carried.

Interstate Commerce Law Amendment.

WHEREAS the rail carriers of this country now publish and collect freight charges in defiance of the Interstate Commerce Commission's decision that they are unreasonable and unjust, therefore be it

Resolved that we petition every Kansas representative in Congress to work for the enactment of an amendment to the interstate commerce law, which shall provide that no proposed change in rates of freight charges shall be enforced until it has been published thirty days, and not then if any shipper or shippers see fit to protest to the Interstate Commerce Commission; that on new rate protested the Commission shall grant a hearing to all parties at interest and that such rate shall not be put in force unless the Interstate Commerce Commission after such hearing decides it to be fair and reasonable.

H. Work: I move adoption as read. Carried.

Want Rates Equalized.

WHEREAS, the rate on grain and grain products from Kan. points to tide water is 25c to 31c per 100 lbs. and from points in Ill., Ind. and Ohio 10c per 100 lbs. of equal distance, Therefore, be it

Resolved that the Pres. appoint a comite of 3 whose duty it shall be to investigate the rates and ask the Interstate Commerce Commission to equalize them, so that all grain and grain products can be moved from all Kan. points at a fair rate as like grain and grain products can be moved from other parts of the United States.

Turkey Wheat.

WHEREAS, notwithstanding repeated efforts of grain men and producers in the state of Kansas to bring about the establishment of a grade of Turkey wheat, such request has not yet been complied with. Therefore be it

Resolved that we the members of the Kansas Grain Dealer's Ass'n, here assembled in annual convention, do respectively request and petition the Governor and each member of the State Grain Commission to establish and put into effect a grade of this kind forthwith.

H. Work: These resolutions are new to the comite, but I move their adoption. Carried.

Election of Officers.

Vice-Pres. Cox announced that nominations were in order for a new president of the Ass'n.

R. E. Cox was nominated for Pres. by C. B. Madden, who moved that the rules be suspended and he be declared unanimously elected. Motion was carried and Pres. Cox responded by thanking the men for the courtesy, declaring that he would to the utmost of his ability fulfill the obligation imposed upon him.

Jos. Latshaw was elected vice-pres. in the same manner. E. J. Smiley was also re-elected Sec'y for the twelfth time by acclamation.

C. F. Madden was then made director for the northwest section of Kan., J. C. Robb for the southwest, Perry N. Allin re-elected for the southeast and S. J. Thompson re-elected for the northeast sections.

Meeting then adjourned sine die.

Convention Notes.

The Flying Dutchman once more carried off the honors of speechmaking.

The Grain Dealers Mutual Fire Insurance Co. was represented by W. M. Sloan.

J. E. Gall, a local broker in Topeka, kept the dealers posted on the markets during the sessions.

And to think they favor Federal Inspection of grain when the present political inspection of grain rankles in their bosoms.

B. F. Madden may be a Methodist, alright, as he publicly stated, but he refused to get down on his knees to have his picture taken.

Many dealers were pleased that the meeting had been held in Topeka, as it is a central point and there are not so many allurements in the Capitol city as in Kansas City or Wichita.

The official badge was a radiant sunflower pendant upon which was printed, "Tenth Annual Meeting DELEGATE Kansas Grain Dealers' Association, Topeka, Kan., Jan. 14, 15, 1908."

About thirty-five dealers went to Kansas City with the members of the Board of Trade who were in attendance Wednesday evening and were entertained at the Grand Opera House. The boys went in a special Pullman car provided for them and all had a good time.

The Avery Scale Co. was represented by B. P. Ordway and A. S. Purves, who had a regular working scale in the hotel lobby for the inspection of the dealers with an old-fashioned elevator [a curly-

headed darkly] to pour the wheat into the hopper. They made an impression that will result in some orders.

In spite of the insinuations, cogitations and exclamations relative to Kansas City, the dealers of that city continue to attend the meetings in large numbers. In fact they know that the Kansas dealers are their best friends and whenever there is a squeal it is not one of enmity, but rather a desire on the part of the dealers to get what they believe is justly coming to them.

The Richardson Scale Co. was represented by A. Barry. He carried with him a small model of the Richardson scale and when talking to some prospective customer who said he would like to see how the thing worked, Barry would feel around in his pants and bring the little model to light before the astonished eyes of the grain dealer. When he had talked his prospect either into an order or complete subjugation he would hide the little toy again and go after the next man.

Kansas City was represented by: S. P. Hinds, Hinds & Lint Grain Co.; N. F. Noland, C. W. Lawless, Moore-Lawless Grain Co.; J. R. Tomlin, J. R. Tomlin Grain Co.; W. B. Lincoln, W. B. Lathrop, Pierson-Lathrop Grain Co.; F. B. Logan, F. L. Ferguson, Miss Nell Hilliker, D. F. Piazek, C. E. Waldron, Brinkley Evans, Waldron & Evans; L. A. Fuller, Thresher-Fuller Grain Co.; W. C. Goffe and J. S. Carkner of Goffe-Carkner; H. G. Miller, J. G. Lynch, J. R. Mentzer, Supervising Weighmaster; D. L. Croysdale, J. T. Snodgrass, Snodgrass, Steele & Co.; Wm. Murphy.

While waiting at the depot with a crowd of dealers who were going to Kansas City Wednesday evening Wm. Murphy, alias Knute Knutesen, became an ardent admirer of two little children, presumably about four years old, dressed in kilts, with white caps, and altogether like twins should be. Presently the mother stepped up, patted the little fellows on the head in a loving way—yes—in such a way as to touch the heart of this domestic Swede, and he in the fullness of his heart said to the mother: "Twins, I suppose." Whereupon, she replied: "No, not exactly. This one is eleven days older than this," said she, designating each, and after a short pause which nearly lifted Mr. Murphy off his feet, for he couldn't imagine what sort of a nature freak he had met, she said: "They're cousins."

Among the Kansas dealers present were: Perry N. Allin, Coffeyville; A. A. Bradley, Harlan; J. C. Bradley, Rossville; R. A. Braik, Erie; E. M. Bailey, Baileyville; F. B. Bonebrake, Osage City; Geo. Craven, Summerfield; J. J. Comer, Willis; R. E. Cox, Elsmore; M. W. Cardwell, Perry; A. G. Dickinson, Humboldt; L. Deck, Abbeville; F. A. Derby, Seabetha; F. C. Dymock, Wichita; J. D. Earhart, Partridge; E. M. Flickinger, Wichita; W. M. French, Partridge; W. H. Fluke, Gardner; M. S. Graham, Zurich; Frank Geoffroy, Holton; E. B. Hedge, Straight creek; G. B. Heald, Centralia; C. H. Kalbfleisch, Harlan; W. C. Kiely, Wheaton; Thos. Lockhart, Niles; M. W. Lewis, Grainfield; Jos. Latshaw, Wilson; J. N. Lynch, Hoisington; John McClune, Hoyt; E. F. Madden, Hays City; E. P. Mourer, Lost Springs; Boyd Marshall, Whiting; I. A. Pribble, Salina; H. F. Probst, Arkansas City; C. H. Redmon, Overbrook; C. A. Smith, Wellsville; H. Shafford, Rock Creek; C. E. Sheldon, Everest; E. H. Steiner, Bern; C. C. Smith, Conway Springs; Frank Thomann,

Summerfield; C. Taylor, Pearl; S. J. Thompson, Holton; H. Work, Ellsworth; W. S. Washer, Atchison; A. L. Williamson, Clay Center; J. L. Wilkin, Bigelow; H. W. Wickham, Salina; H. M. Walton, Coffeyville.

Crop Reports

Idaho.

Sweetwater, Ida.—Crops in Nez Perce County are looking well. From all indications expect larger yield this season than last.—P. Muench.

Iowa.

Belmond, Ia.—Very little grain to ship out, but we are shipping corn in here from the south part of the state and it is selling from 57 to 59c per bu. at present.—C. L. Furuset, agt. Iowa Eltr. Co.

Kansas.

Topeka, Kan.—The annual meeting of the Kansas Grain Dealers Ass'n, which was held in Topeka, Jan. 14 and 15, brot a large number of dealers together from different parts of the state, all of whom practically agree that there has not been enough cold weather, that the continued drouth is hurting the wheat tho by no means seriously, that the total acreage has increased, that all over the state the wheat looks fine in spite of the fact there are Hessian flies and green bugs a work. The present condition is bearish according to a proper summing of a report from each dealer. Bullish possibilities may grow out of the continued drouth and warm winter weather for such is conducive to bug breeding and activity.—J. R. P.

Lawrence, Kan.—The "green bug" is present in two counties, and in destructive numbers in one field in each of these counties, where, during the fall and early winter, it has killed the wheat in spots. It exists scattering in other counties throughout the state. For want of time and money, detailed information for each county has not been obtained. The outcome cannot be predicted because: (1) we do not know conditions over the whole state; (2) this being its first appearance in Kansas, no historical data exist upon which to base an opinion; (3) climatic influences, over which man has no control, exert an important part in hastening the rapid development and consequent spread of this insect. We do, however, know that the serious outbreak of last spring had its origin under favorable weather conditions, in a comparatively small area of infestation, and we feel that in Kansas there is a possibility of serious damage to wheat and oats next season. In the matter of preventive measures we will be glad to co-operate with those interested in any way we can.—T. H. Head-

lee, Professor of Entomology, Kansas State Agricultural College. S. J. Hunter, Professor of Entomology, University of Kansas.

Michigan.

Lansing, Mich.—Injury to wheat from any cause is denied by 653 and reported by 77 correspondents. That the ground was well covered with snow during December is the report of 308 correspondents, while 451 answer no.—Geo. A. Prescott, secy. of state.

North Dakota.

Pickert Sta., Blabon P. O., N. D.—Grain is beginning to move again now that the holidays are over. About 20 per cent of the grain is still in the farmers hands.—J. C. Walters, agt. America Eltr. Co., Blabon.

Ludden, N. D.—About 60 per cent of the grain is marketed. Grain is a good quality; the average yield has been, durum 12 to 20 bus., spring wheat 10 bus., flax 10 to 15 bus., barley 20 to 30 bus., and oats 25 to 35 bus. Very little grain being marketed owing to the money situation. Farmers are holding back for higher prices. Feed grain is very scarce. Corn is being shipped in from Neb., as farmers have not enough feed to carry them thru until they raise another crop. The weather is pleasant and warm and no snow.—Jas. Wisenor, agt. G. W. Van Dusen & Co.

Oklahoma.

Morrison, Okla.—There are some green bugs with us still, and prospect is anything but bright.—J. L. Liggett, secy. Morrison Grain Co.

From advices received from grain dealers and elevators in Oklahoma, being replies from about 150 inquiries we sent out, we find 59 per cent of our informants give the condition of the growing wheat crop as good; 26 per cent say it is fair, and 13 per cent declare it is poor. The acreage, according to this information, is 65 per cent of last year. Regarding Hessian fly—58 per cent of replies report no fly; 9 per cent say they are no worse than usual, and 33 per cent claim they are as bad or worse than usual. The danger from freezing is given as follows: Forty-five per cent no danger; 32 per cent slight danger; 22 per cent some danger of freeze. From two counties, Blaine and Grant, green bugs were reported.—Finley, Barrel & Co.

South Dakota.

Vollin, S. D.—Wheat in this locality is mostly marketed, quality not better than No. 2. Oats are of a very light crop ¾ marketed.—J. M. Sadler, agt. Reedy Grain Co.

Wisconsin.

Madison, Wis.—According to the statistics compiled by John M. True, secy. of the State Agricultural society, 145,543 acres of wheat were grown in Wisconsin during 1907; 1,327,768 acres were given to corn, 2,106,768 to oats, 749,797 acres to barley and 252,054 acres were given to rye. Compared with the figures of a year ago, these figures show a slight increase.—S.

Receipts in Bushels at Primary Markets.

Receipts at Chicago, Minneapolis, St. Louis, Duluth, Milwaukee, Kansas City, Toledo, Detroit and Peoria.

WHEAT.			CORN.			OATS.		
Week ending—	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.
Nov. 2.....	5,699,509	6,058,513	2,911,483	2,633,588	2,914,196	4,896,406		
Nov. 9.....	4,805,227	6,338,778	1,551,381	3,001,019	2,575,324	4,344,932		
Nov. 16.....	4,200,868	6,164,477	1,264,695	3,298,943	2,590,107	3,906,107		
Nov. 23.....	4,526,782	5,485,839	1,955,539	2,829,157	2,296,971	3,770,975		
Nov. 30.....	5,969,323	5,646,462	1,690,088	2,089,422	2,187,196	3,152,669		
Dec. 7.....	6,921,194	6,267,849	2,626,595	2,514,773	2,551,558	2,951,380		
Dec. 14.....	6,118,259	5,289,771	3,914,620	3,192,865	3,326,069	2,967,908		
Dec. 21.....	5,178,790	4,905,006	4,082,200	4,315,300	4,073,506	3,093,000		
Dec. 28.....	4,018,000	4,764,000	4,887,000	5,415,000	4,494,000	3,697,000		
Jan. 4, 1908.....	3,079,800	4,955,000	3,168,900	5,710,000	3,363,700	3,259,800		
Jan. 11.....	3,175,500	3,798,400	3,574,000	4,810,800	2,873,500	3,362,100		
Jan. 18.....	4,056,800	3,052,500	6,101,000	4,078,000	3,304,800	2,948,000		
Jan. 25.....	4,516,000	2,177,000	6,565,000	3,956,000	3,607,000	2,744,000		
Since July 1.....	161,642,100	174,837,400	117,888,500	114,321,300	117,736,200	123,997,900		

Receipts at Chicago, Milwaukee, Minneapolis and Duluth.

BARLEY.			RYE.			FLAXSEED.		
Week ending—	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.
Nov. 2.....	2,390,124	2,165,167	215,730	207,094	1,933,879	1,774,894		
Nov. 9.....	1,633,431	2,298,508	161,096	241,026	1,937,004	1,624,455		
Nov. 16.....	1,262,480	2,087,810	133,860	233,058	1,587,506	1,799,129		
Nov. 23.....	994,791	2,069,798	116,624	169,467	1,603,226	1,441,227		
Nov. 30.....	813,481	1,874,005	129,470	219,090	1,462,439	1,680,499		
Dec. 7.....	1,100,308	1,756,929	126,710	190,428	1,199,824	1,199,824		
Dec. 14.....	1,362,600	1,747,400	134,000	250,600	1,044,860	890,700		
Dec. 21.....	1,158,602	1,706,230	100,200	189,800	667,400	726,800		
Dec. 28.....	1,154,200	1,399,000	95,300	101,300	389,700	555,100		
Jan. 4, 1908.....	878,500	1,351,500	76,900	149,300	325,500	395,800		
Jan. 11.....	1,417,000	1,177,000	277,500	104,800	484,800	304,800		
Jan. 18.....	1,734,000	1,608,265	218,000	117,000	557,300	252,600		

The Agitation for Federal Inspection.

Grain dealers who doubt the earnestness of the politicians who are now working to secure the enactment of a law providing for the great United States government serving the grain trade in the capacity of an official inspector or grader must bear in mind that the agitation is not new to the halls of Congress.

The Industrial Commission sent out over the Northwest by the House of Representatives ten years ago sought vigilantly to procure evidence favorable to the establishment of federal inspection by the national government. That Commission was dominated by the shrewd Mr. Lorimer, who is ever on the lookout for more places.

The history of this federal inspection propaganda merits the consideration of every one identified with the trade. The grain trade seldom participated in any way in any of the discussions until recently. Principally because the grain dealers have doubted the government's authority to engage in this service. Many dealers have been so thoroughly disgusted with the service given by existing inspection authorities that they have cared little what was done, because they did not deem it possible for the politicians to make it any worse.

Most of the early bills simply authorized the Secretary of Agriculture to establish official standards or grades, which could be used by grain merchants or not as they desired. At the start it was not designed to interfere in any way with existing inspection authorities. A hasty review of *Congressional Record* will show the following:

51st Congress.

In the 51st Congress, 1st Session, on June 25, 1890, Senator Ingalls introduced a bill (S. 4157) providing for uniform standard of classification and grading of grain. Record 21, 6466.

On June 13, 1890, Representative Butter-

worth introduced a bill (H. R. 10928) providing for standard of classification and grading of grain. Record 21; 6076. On August 29, 1890, the House Committee on Agriculture reported as a substitute for this bill (H. R. 11985) and a report (No. 3030) Record 21; 9384.

On July 21st, 1890, Representative Comstock introduced a bill authorizing the Secretary of Agriculture to establish uniform grades for grain. Record 21; 7538. The bill introduced by the Committee on Agriculture of the House was a substitute for this, as well as the preceding bill.

The bill introduced by the Committee on Agriculture of the House (H. R. 11895) was debated, on September 30, 1890, the bill being in charge of Mr. Funston; explaining the bill he said: "It (the bill) simply establishes the national standard without interfering with any other standard. The object is to have a national standard that shall be uniform, so that when our wheat is sold abroad it may be sold by a certain fixed standard providing that those that purchase agree to buy according to that standard. So that when they buy our grain in Europe they may be sure of getting a certain grade; also, that when we buy in any city we may know exactly what we are getting." The argument of H. L. Maury (Member of the House) of Ohio in favor of the bill is printed in the Record. The bill is to be found in Record 21, 10751. The bill was further debated (Record 21; 753) and was withdrawn by Mr. Wade. During the debate Mr. Cannon (now Speaker) favored the bill, stating that it did not interfere with the grain growers in Illinois or the grain dealers at Chicago because they had their standard to use. (Record 21; 10755).

52d Congress.

In the 52d Congress, 1st Session, December 14, 1891, Senator Sherman introduced the bill (S. 797) to provide for fixing a uniform standard of classification and grading of grain: Record 23, 44.

This bill reported with amendment March 18, 1892: Record 23, 2182.

April 4, 1892: Objection, to present consideration: Record 23, 2392.

April 13, 1892, Record 23, 3251: The following is the amendment put at the end of Section 3:

"Provided, however, that in interstate trade or commerce in grain," etc., as shown in S. 353, 54th Congress, 2nd Session. Bill passed Senate without debate, Mr. Sherman stating that the bill "is requested by nearly all the farmers' alliances in the United States, especially in the northern States." "This bill is to

enable the Secretary of Agriculture to determine the correct classification and make it a matter of record. It does not interfere with the right to make contracts for any other mode of classification, but merely establishes certain grades."

April 15, 1892—Senate Bill 797 sent to House and referred to Committee on Claims. Record 23, 3335.

April 28, 1892—Favorably reported from Committee on Agriculture of House and referred to House Calendar. Record 23, 3762.

July 20, 1892—Bill considered in House and debated by various people. On vote, ayes 18, noes 79. No quorum.

July 21, 1892—Voted on in House; 87 ayes; 121 noes; no quorum. The hour assigned to Committee on Agriculture expired. Record 23, 6330.

54th Congress.

In the 1st Session of the 54th Congress Mr. Sherman of Ohio, introduced in the Senate a bill (S. 353) "to provide for fixing a uniform standard of classification and grading of wheat, corn, oats, barley and rye and for other purposes." Record 28; 34. Dec. 4, 1895.

This bill was reported with amendments May 6, 1896, by Senator Gear. May 6, 1896. Record 28; 4863.

Consideration postponed June 6, 1896 (Gear stating that the bill was the same bill which passed the Senate unanimously two years before). Record 28; 6196.

In the 2nd Session, 54th Congress, on December 21, 1896, Senator Gear introduced a report covering the bill S. 353. Record 29; 325.

On January 17th, 1897, consideration of the bill was postponed. Record 29; 531. (Copy of the bill is to be found on this page).

On January 23, 1897, consideration of the bill was passed over. Record 29; 1101.

55th Congress.

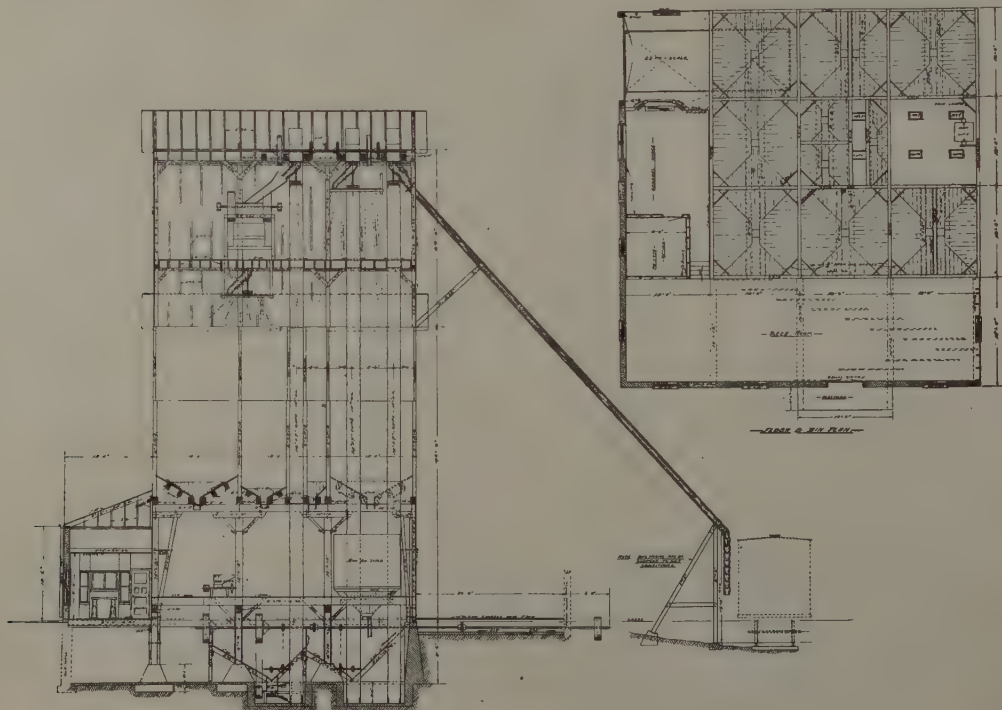
In the 1st Session, 55th Congress, Mr. Gear introduced a bill providing for grain inspection (S. 1135) March 23, 1897. Record 30; 156.

57th Congress.

In the 2nd Session, 57th Congress, on January 18, 1903, Mr. McCumber introduced a bill providing for a uniform standard of classification and grading grain. Record 36; 941.

58th Congress.

In the 2nd Session of the 58th Congress on March 30, 1904, Mr. McCumber explained his bill and the reasons therefor. Record 38; 3976.



Side Section, Floor and Bin Plan of 20,000-Bu. Indiana Elevator. [For Description See Facing Page.]

In the same session, on April 8, 1904, Mr. McCumber presented to the Senate a petition from various elevator companies at Minneapolis; this petition attacked the accuracy of Senator McCumber's statements made on the floor March 30, 1904.

59th Congress—1st Session.

In the 1st Session, 59th Congress (Special Session of the Senate) Mr. McCumber introduced a bill (S 151) providing for standard classification and grading grain. Dec. 6th, 1905.

On January 25, 1906, Mr. Carter introduced a bill to enable the Secretary of Agriculture to examine an report upon the nature, quality and condition of seed and grain. (S 3685) Record 40; 1527.

On June 18, 1906, Senator McCumber presented a petition from the Superior Board of Trade, in favor of McCumber's proposition. Record 40; 8666.

On June 5, 1906, Senator Clapp filed a statement of the railroad and warehouse commission of Minnesota answering the speech of McCumber. Record 40; 7826.

59th Congress—2d Session.

In the 2nd Session of the 59th Congress, on January 11, 1907, Representative Watson introduced bill (H. R. 24051) providing for grain inspection. Record 41; 1016.

On January 9, 1907, Representative Pearce introduced bill (H. R. 23818) providing for classification and grading of grain. Record 41; 853.

On February 21, 1907, Senator Hansborough presented letter from Secretary of Agriculture favoring inspection and grading of grain. Record 41; 3546.

On February 15, 1907, Senator Hansborough presented petition concerning inspection and grading being joint resolution passed by the House and Senate of North Dakota. Record 41; 3010.

On February 20, 1907, Representative Marshall presented petition of the legislature of North Dakota relating to grain inspection. Record 41; 3503.

Exports.

Buckwheat amounting to 70,507 bus. was exported during the 11 months prior to Dec. 1, 1907; against 369,346 bus. for the corresponding period of 1906.

Broom corn valued at \$255,777 was exported during the 11 months prior to Dec. 1, 1907; against \$220,380 for the corresponding period of 1906.

Malt amounting to 360,859 bus. was exported during the 11 months prior to Dec. 1, 1907; against 598,386 bus. for the corresponding period of 1906.

Linseed oil cake amounting to 647,785,502 lbs. was exported during the 11 months prior to Dec. 1, 1907; against 695,592,361 lbs. for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

New 20,000 Bu. Indiana Elevator.

In the good corn country of east central Indiana Thorntown is situated about midway between Lafayette and Indianapolis on the Cleveland, Cincinnati, Chicago & St. Louis Railroad, in Boone County. The nearest junction points are Colfax on the Vandalia and Lebanon on the Central Indiana Railroad. Here the firm of R. S. Stall & Co. divides the trade with the local mill, and is the only dealer at this station exclusively engaged in the grain business.

The brick first story gives the elevator shown in the engraving herewith an appearance that is unfamiliar, tho substantial. The brick addition on one side provides a seed room 15x48 ft., and on the other side affords a general and private office 12 ft., and 8 ft. wide.

In the construction of their new plant which has just been completed R. S. Stall & Co., of Thorntown, Ind., spared no expense. The basement extends out under the brick part, is 48x51 ft. and covered with concrete equipment the elevator represents an outlay of \$11,000.

The cribbed structure shown in the engravings herewith, is 36x35 ft., and 40 ft. high, the cupola adding 24 ft. It has galvanized iron roof and siding. The brick power house is detached 30 ft., a main shaft nearly 3 inches in diameter extending into elevator basement. A frame cob and dust house adjoins.

Wagons are weighed on a 22-ft. scale and unloaded on two dumps, from the sinks of which Constant Chain Feeders run to elevator boots to No. 2 U. S. Corn

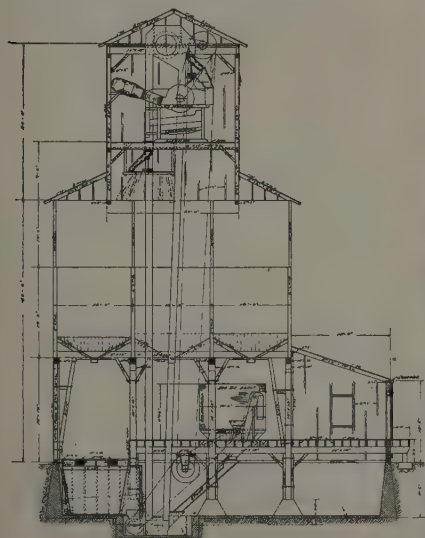
Sheller. The corn and cobs are elevated by one of the three stands of elevators to the No. 7 Monitor Combination Corn and Grain Cleaner in the cupola. The second leg elevates the small grain, and the third, all having 14x7 cups, elevates from the 500-bu. hopper scale to the long car-loading spout of 8-inch well casing. The high fall shoots the grain thru the flexible spout to the ends of the car, avoiding the use of a power loader. Feed is ground on a No. 7 Bowsher Mill. A manlift completes the convenient plant.

As shown in the engravings herewith, representing floor and bin plan, end section and side section, the bins spaces are 12x12 ft., divided to form 5 large bins, 4 one-half size bins and 3 small bins. Their storage capacity is 20,000 bus., which can be utilized fully owing to the ample working room on main floor and basement. The plant was designed and erected by the Burrell Engineering & Construction Co.

Imports and Exports of Beans.

Imports of beans and dried peas for the 11 months prior to Dec. 1, 1907, have been 392,674 bus.; against 406,164 bus. for the corresponding period of 1906.

Exports of beans and dried peas for the 11 months prior to Dec. 1, 1907, have been 368,544 bus. of domestic and 25,572 bus. of foreign origin against 364,547 bus. of domestic and 47,703 bus. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.



End Section.



R. S. Stall & Co.'s Elevator at Thorntown, Ind.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Arkansas Grain Co., composed of A. H. Deibel and O. H. Winn, is sending out a wall calendar, decorated with a beautiful reproduction of an oil painting of a harvest scene.

Pine Bluff, Ark.—Our grocery business has grown so rapidly that we have been forced to discontinue our grain business for the time being. We hope later to take up the grain business again.—J. A. Holmes Co.

CANADA.

Calgary, Alta.—D. C. Hoffman, formerly of Chicago, who has sold his membership in the Board of Trade there, is engaging in the grain business here.

Souris, Man.—The eltr. of Deyell & Co. was burned Jan. 14. The building was valued at \$9,000; insurance, \$5,000. The little grain stored in the eltr. was insured.

Kenora, Ont.—The mill of the Maple Leaf Mill Co., which was opened Dec. 22, was burned Jan. 14, loss \$1,000,000. The mill was six stories high and its capacity was 5,000 bbls. daily. Little wheat was in storage.

Brandon, Man.—Representatives of 19 farmers eltr. companies met at this city Jan. 14 to organize an ass'n embracing all of the farmers eltrs. in Manitoba and Saskatchewan, to be known as the Western Farmers Eltr. Co.'s Ass'n. The purpose is to purchase membership in the Winnipeg Grain Exchange.

Toronto, Ont.—The exchequer court has dismissed the three suits brot by the Ogilvie Flour Mills Co., the Northern Eltr. Co. and the Canada Atlantic Ry. Co. against the Richelieu & Ontario Navigation Co. for damages growing out of the stranding of the barge Huron last May with a cargo of grain in the Soulages Canal.

Toronto, Ont.—The grain section of the Board of Trade elected on Jan. 16, the following officers: Chairman, A. V. Pearce; vice-chairman, A. Cavanagh; secretary-treasurer, F. G. Morley; executive—D. O. Ellis, A. E. Mathews, D. Plewes, J. Carrick, William McCann; complaint committee—A. Butler, D. O. Ellis, S. McNairn, D. Plewes, G. H. Baird; market report committee—J. Carrick, E. J. Hannah, C. W. Band, W. Stark; membership committee—D. O. Ellis, George E. Goldie, C. Goode, A. E. Mathews, J. N. Hay, E. J. Hannah; call-board caller—D. Plewes; collector—E. J. Hannah.

Winnipeg, Man.—An amendment to the Grain Exchange Act was introduced in the provincial parliament recently, asking for the repeal of section six and the substitution for it of a clause that the exchange shall admit as members any persons making application, and allowing the right of appeal to any person who is refused membership, or who has been expelled or suspended by the exchange to the Judge of the Court of King's Bench, and providing further that every member, firm, or corporation entitled to membership shall be entitled to delegate their right to trade to any responsible person. Section six has added to it the following

amendment: "No restrictions by by-laws, resolution or otherwise shall be imposed by the said exchange upon any members or any of them in respect of prices to be paid or received by any of them, or of the amount of commission to be paid or charged, or as to agreement or arrangement to be entered into by such members, with them or any of their agents or employees, nor as to the terms of such agreements or arrangements."

Winnipeg, Man.—Government Commissioners Miller, McNair and Goldie, who were appointed to investigate the grain trade, have submitted to parliament a report which is in effect "That a system of public or government weighing at country eltrs. would be impracticable. It is deemed advisable that a special weighing department should be created, and the inspection department put in full control of the cleaning and binning of all grain passing through the terminal eltrs. at Fort William and Port Arthur. Weighing should be taken out of the hands of the inspection department entirely. The members see no reason why these eltrs. should be taken over by the government. That a weighmaster's department should be established in the east for grain being shipped outwards. That at all shipping points where over 50,000 bus are shipped, railways should be compelled to appoint agents, during the shipping period, at least when not otherwise provided. With regard to the Northwest Grain Dealers' Ass'n, nothing is found in the by-laws compelling members to abide by the prices decided upon, not the penalty for breaking such price.

WINNIPEG LETTER.

Milestone, Sask.—The North Star Eltr. here was destroyed by fire. About 16,000 bushels of No. 1 wheat were also burned.

Goderich, Ont.—The capacity of the Canadian Pacific R. R. Co.'s storage eltr. here will be increased to 1,000,000 bus. in the spring.

Saskatoon, Sask.—The Saskatoon Milling & Eltr. Co. has decided to build eltrs. at Zealandia, Lanigan and Delisle as early as possible in the spring.

Saskatoon, Sask.—The Wilson-Leslie Co. has been incorporated to build a flour mill and a string of eltrs. east and west from this city. —R. F. R.

CALIFORNIA.

San Francisco, Cal.—The charges against Jacob, Herman, and Joshua Eppinger and James Demings of having borrowed large sums on fraudulent grain warehouse receipts, have been dismissed by the court owing to the destruction of the records in the big fire. When Jacob was tried first in 1904 the jury was equally divided between guilty and not guilty. Their first indictment was in July, 1903, and they are now free men.

Sacramento, Cal.—Statistics kept by the Sacramento Transportation Co. show that barley growing has practically driven the wheat industry of the Sacramento Valley out of business. Records of the company show that during the last eight or nine years thousands of acres, formerly

devoted to the raising of wheat, have been given over to barley. Where in 1899 the up-country shipping points sent out thirty-two sacks of wheat to every sack of barley, the same places are now distributing seven sacks of barley to every one of wheat.

CHICAGO.

James Patten has given an additional \$5,000 to the building fund of Monmouth College.

The Hills-Benedict Linseed Oil Co. has increased its capital stock from \$100,000 to \$200,000.

Memberships in the Board of Trade are selling at \$2,275. The last bid by the directors of the Board was \$2,150.

The rate of interest to be charged for advances on grain Bs/L for January has been set by the directors of the Board at 7 per cent.

T. E. Wells & Co., incorporated, capital stock \$100,000; incorporators, T. E. Wells, B. F. Wilson and T. E. Wells, Jr. The company will do a commission business.

U. S. Moisture testers have recently been purchased of the Hess Warming & Ventilating Co. by Bartlett, Frazier & Carrington and the South Chicago Eltr. Co.

An Iowa shipper recently wrote E. W. Wagner to look out for lady's gold watch in car No. 999, and Mr. Wagner passed the warning on to Boston, the destination of the car of oats.

H. Graham Dickinson, who for a number of years was cash grain man for E. P. Bacon & Co., died at his home Jan. 17 of heart disease. He is survived by his wife and three children.

Trade in May oats is nearly all in new style. Sales of old are mostly by eltr. men who will have the oats to deliver in May. The old are selling about 2 cents per bu. over new, May option.

Geo. W. Higgins, one of the oldest members of the Board of Trade, died Jan. 13, after a brief illness. He joined the Board in 1853, and at one time was active in the grain and provision trades.

Dan Hunt, the broker, who himself is 76 years old, paid his semi-annual visit to his mother at Beloit, Wis., on the anniversary of her birth, Jan. 22, 1802. Mrs. Hunt was born at Mount Morris, N. Y., and is 106 years old.

Fred W. Jaeger has applied for membership in the Board of Trade. He is a member of the firm of J. F. Zahm & Co., of Toledo; and the Board of Trade membership of the late J. Frank Zahm has been posted for transfer.

Samuel Marko, a laborer, aged 83, was smothered Jan. 10 in a feed tank of the Corn Products Mfg. Co. The outlet chute had clogged. He was directed by the foreman to go down and clean out the spout and it is supposed lost his hold on the ladder.

Corn drying machines are earning good profits for the eltr. men at present difference in the price of No. 4 corn and the May option. It is estimated that the eltr. proprietors are clearing over \$500 per day above all expenses of drying, shrinkage and insurance.

Stanley Stack, 33 years old, was shot in the left shoulder Jan. 10, the bullet penetrating the lung, when he was detected, it is alleged, stealing grain from a car on the Chicago & Alton Railroad. The shot was fired by Matthew Bowen, a special watchman, when Stack ran.

Bidding for sample tables at the annual

auction Jan. 23 was spirited. Gardiner B. Van Ness paid the highest premium, \$170, and was able to retain his old location on the floor of the Board of Trade. Frank G. Ely, the cash oats man, paid the next highest price, \$160. The best premium paid a year ago was \$26. The total receipts were \$4,970, compared with a total of \$2,841 a year ago.

Boys have stolen several carloads of grain from cars of the Lake Shore road during the past few months, sack by sack. The depredations became so frequent that the South Chicago police were enlisted in a war on the grain thieves. Four lads were caught and gave the names of 9 women to whom they had sold the stolen grain. The women have been arrested and will be tried.

The directors of the Board of Trade have reappointed the following officials for 1908: Ernest A. Hamill, treas.; John A. Tobey, inspector and registrar of provisions; H. A. Foss, weighmaster; Samuel Powell, manager clearing house; Charles F. Lias, inspector and registrar of flaxseed; Robert P. Kettles, chief grain sampler; John T. Canvin, flour inspector; H. R. Whiteside, hay inspector.

The Illinois Railroad & Warehouse Commission has been taking further testimony on switching charges at Chicago. Representatives of the Illinois Manufacturers Ass'n presented tables showing that switching charges had increased 200 per cent in the last 17 years. One representative testified that in February last year the average time between arrival of cars at Chicago and their delivery in the lumber district was 6 days.

Arthur R. Sawers on Jan. 21 received the first grain to arrive in Chicago over the new line of the Chicago Southern (Walsh road). The consignment was 5 cars of corn shipped by H. O. Crossland, Darrow, Ill. The opening of a new line of railroad into the city is a rare event these years, and it is gratifying to note that the grain shippers are quite as much to the fore as they were when the first roads were built into Chicago.

Application for membership in the Board of Trade has been made by Edward F. Thompson, F. W. Metz, William Carruthers of Montreal, Herbert H. Gehman. Members of the Board of Trade recently admitted are E. T. Rogers, Duncan A. Campbell, Frank J. Stretch. Application for transfer of membership has been made by George W. Peavey, George C. Ball, Edward Ferney, Henry W. Hanemann, Morris L. Hallowell, Harry B. Kempner, James Rhode, W. S. Seaverns, Joseph McDonald.

Subscriptions for the destitute poor of the city are being solicited by a committee which the directors of the Board of Trade have authorized Pres. Sager to appoint. The committee is Henry J. Patten, B. B. Bryan, Walter Fitch, George E. Marcy, Samuel C. Scotten, Walter Brownning, William N. Eckhardt, John A. Bunnell, Harry B. Shaw, E. F. Rosenbaum, George D. Brown, H. C. Avery, Howard Jackson, Joseph P. Griffin. The funds collected are to be turned over to the Society of Associated Charities for distribution.

Among the speakers at the banquet in recognition of the services of E. B. Boyd to the Board of Trade as manager of its Transportation department will be Pres. H. N. Sager, Walter Fitch, W. S. Jackson and Sec. George F. Stone of the Board of Trade; D. R. Forgan, pres. of the Chicago Ass'n of Commerce; F. B. Bowes, freight traffic manager of the

Illinois Central; F. A. Delano, pres. of the Wabash; B. L. Winchell, pres. of the Chicago, Rock Island & Pacific, and W. C. Brown, vice-pres. New York Central lines. The banquet will be given at the Auditorium hotel Jan. 29.

In their annual report the directors of the Board of Trade make a very satisfactory showing. The Board's receipts were \$418,610 and the disbursements \$331,779. Cash on hand is \$194,395; against \$170,220 year ago. Rentals brot in \$136,283 and \$62,306 was paid out on real estate. During the year 322,722 cars of grain were weighed, against 303,624 during 1906. Geo. F. Stone was re-elected secy. for the 23d time. Among the standing committees appointed by Pres. Sager for 1908 are the following: Rules—Griffin, Pettit and Arnot. Warehouse—Bradley, Bunnell and Andrew. Grain—Rice, C. B. Pierce, E. L. Glaser, J. C. F. Merrill, George A. Wegener, M. Bunch and J. C. Murray. Morning call—James Pettit and James E. Bennett. Afternoon call—W. N. Eckhardt, G. B. Van Ness, E. L. Merritt, S. T. Graff and J. P. Griffin.

COLORADO.

Denver, Colo.—If Denver, Colo., could furnish shippers to and buyers in this market official weights and grades, it would be far more attractive to dealers, who are some times dissatisfied with results obtained. Denver is increasing greatly the volume of its grain distributing business and no doubt must eventually provide official weights and grades or lose much of its trade.

IDAHO.

Lewiston, Ida.—Jos. Johnson, wheat grower, has recovered \$578 for wheat delivered to the Gallatin Valley Milling Co., whose scales showed 2,603 bus., while the machine measure was 3,443 bus.

Nez Perce, Ida.—After boosting the price of barley 5 cents a hundred H. D. Kinsman, local buyer for the Kettenbach Grain Co., and W. L. Lyons, representing the Vollmer-Clearwater Co., nearly came to blows recently. The trouble was started by independent buyers, and the representatives of the line companies disagreed as to the policy of following the lead of the independents.

ILLINOIS.

Cissna Park, Ill.—George F. Harweger is erecting an eltr.

Speer, Ill.—The farmers here are completing plans to acquire a farmers eltr.

Urbana, Ill.—The Illinois Corn Growers & Stockmen's convention opened here Jan. 20.

Hayes, Ill.—Barracks & Williamson will succeed Roe, Barracks & Co. at this place Feb. 1.

Dixon, Ill.—John Dickinson & Co. have discontinued their branch brokerage office at this city.

Mokena, Ill.—Wm. Bechstein has taken possession of the eltr. of Liess Bros. which he bot recently.

Gilem, Gillum P. O., Ill.—Minter Mowers will succeed M. C. Cole as grain buyer for Frank Supple.

Dorans Sta., Mattoon P. O., Ill.—The Farmers Eltr. Co. has chosen Roscoe Farrar as manager of its eltr.

Chatsworth, Ill.—I have succeeded the Rogers Grain Co. at this place on the I. C. R. R.—James H. Kerrins.

Hermion, Ill.—The Farmers Grain, Live Stock & Co-operative Ass'n has bot the eltr. of Mr. Felton, of Peoria.

Flanagan, Ill.—A farmers eltr. company is being organized; they have sold \$12,000 worth of stock. They will either buy an eltr. or build.

Henkel Sta., Mendota P. O., Ill.—The Henkel Grain Co., incorporated, capital stock \$5,000; incorporators, G. Beet, P. Frey and J. Auchstetter.

Green Valley, Ill.—The Barker Eltr. Co. will vote on raising the capital stock to \$8,000 and changing the name to the Farmers Grain & Coal Co.

Donovan, Ill.—The Donovan Grain Co., incorporated, capital stock \$10,000; incorporators, William Wallace, F. W. Anderson and C. O. Shaw.

Stronghurst, Ill.—Our eltr. was burned Jan. 18. The eltr. will be rebuilt at once and its former capacity will be doubled.—W. H. Perrine & Co., of Chicago.

Bryce Sta., Milford P. O., Ill.—Louis Schaumburg has taken charge of the eltr. of the Farmers Grain Co., Fred Leintz having resigned to go on the farm.

Stronghurst, Ill.—Very few cattle feeding here; everybody selling corn. Have bot 50,000 bus. of corn in the last 8 days.—Wm. Daugherty, agt. W. H. Perrine & Co.

Altamont, Ill.—Smith & Stroble have bot the Luchmann Eltr., operated by J. F. Smith. They will soon have the eltr. in operation and will handle hay and grain.

Mt. Pulaski, Ill.—Fred Fuhrer has succeeded his brother Joe at the eltr. of the Mt. Pulaski Grain Co. Joe Fuhrer has taken charge of the eltr. of the same firm at Narita.

Freeport, Ill.—Graham Bros. & Co., incorporated, capital stock \$1,000; incorporators, J. H. Graham, Henry Graham and F. F. Graham. The company will deal in grain.

Neponset, Ill.—M. O. Scott has been engaged as manager of the eltr. of the Neponset Farmers Grain Co., recently incorporated, which bot the eltr. of the Neola Eltr. Co.

Girard, Ill.—Philip Karcher, of Kankakee county, has bot the grain eltr. of C. W. Ballard for \$13,000; possession given March 1. Mr. Ballard will retire from active business.

Bolivia, Ill.—Albert Ryan, who has been manager of the eltr. of Turner & Osborn at Osbornville for several years, will succeed J. J. Green as mgr. for the National Eltr. Co.

Sadorus, Ill.—Fred Crawford, of Blue Mound, has been engaged as manager of the eltr. of the American Hominy Co. J. H. Rankin, who was manager, will return to Champaign.

Cambridge, Ill.—O. M. Etter Co., incorporated, capital stock \$15,000; incorporators, O. M. Etter, Addie M. Etter and W. J. Barker. The company will conduct a warehouse and eltr.

Lostant, Ill.—The Lostant Farmers Grain & Supply Co. will be the name of the new company being organized. It will have a capital stock of \$10,000. The company will erect an eltr.

Marseilles, Ill.—A farmers eltr. company is to be organized here, capital stock \$20,000. It is thought that the farmers will buy the eltrs. of the Bruce Grain Co. and Frank McCormick.

Benson, Ill.—J. E. Eckhart & Co. have dissolved partnership. J. E. Eckhart will take charge of the grain business and

Henry Eckhart and W. H. Brubaker will take the hardware and lumber business.

Golden, Ill.—H. H. Emminga has brot suit against the Burlington Road to recover \$10,000 damages for the burning of one of his warehouses. A spark from a locomotive engine is said to have started the fire.

Strawn, Ill.—William Decker, while riding to the cupola of the Farmers Eltr. on the manlift, was seriously injured Jan. 9 by the fall of the counterweight thru the roof of the cage. The weight struck him on the head.

Arrowsmith, Ill.—Mr. Hudson, of Osman, will take charge of the eltr. of the Arrowsmith Grain, Coal & Lumber Co. which has just been completed. Mr. Hudson has had charge of the Farmers eltr. at Osman for the past two years.

Dorans Sta., Mattoon P. O., Ill.—Ed. Morris and George W. Seaman have bot a site on the Illinois Central Railroad and will erect an eltr. as soon as the weather permits. Mr. Morris owns an eltr. at Magnet which he will still operate, altho he has moved his family to this place.

Peoria, Ill.—The will of the late Frank Hall disposes of an estate valued at \$200,000, not including eltrs. in which he had an interest. Two daughters are given \$10,000 each, \$2,000 is bequeathed to a granddaughter, and the remainder to his widow, Florence A. Hall, who is named as executrix.

Cairo, Ill.—The Consolidated Hay & Grain Co., incorporated, has succeeded to the business of the Illinois Hay & Grain Co. Its pres. and gen. mgr. is Leo McDaniel; its vice-pres., B. V. McDaniel; sec'y and traffic mgr., W. L. Duncan; treas., S. Wright. Neither it, or any of its officers, is a member of the Cairo Board of Trade.

Urbana, Ill.—The S. M. Love Eltr. Co. received 225 loads of corn on Jan. 9 and next morning no cars were on hand to load, tho in reply to a request for cars the superintendent of the road had stated the shippers could have a thousand. All cars on hand were filled the day of the big receipts, forty wagons being lined up on both sides of the track at times.

Triumph, Ill.—The Triumph Grain & Supply Co. has been organized, capital stock \$8,000; T. S. Preston, pres.; Wm. N. Mitchell, vice-pres.; H. F. Butterfield, treas.; S. D. Dewey, sec'y, and E. N. Cook, manager. The company has bot the eltr. of C. D. Wheeler instead of building. Stockholders are bound to sell their grain to the eltr. under a penalty of one-half cent a bu.

Chesterville, Ill.—The eltr. of Spellman & Spitley was burned Jan. 7 at 2:30 a. m. It contained 1,000 bus. of corn, 2,400 bus. of wheat and 800 bus. of oats. Loss, \$10,000; insurance, \$6,500. This is the second fire this company has had in less than a year. On March 21, 1907, their corn crib full of corn was burned with a loss of \$5,000 and no insurance. They will rebuild the eltr. at once.

Bloomington, Ill.—John Y. Chisholm, trustee for J. E. Hawthorne, who failed, has brot suit against a farmer who contracted to deliver 300 bus. of oats to Hawthorne at 35 cents per bu., and was paid \$5 on account. On taking possession the trustee supposed this was a debt and collected \$5 of the farmer, who then sold the grain at another eltr. at 10 cents advance. Now Chisholm seeks to recover the difference.

The United States Moisture Testers

have been shipped by the Hess Warming & Ventilating Co. to the following users within the past few days: Cleveland Grain Co., Sheldon, Ill.; Cleveland Grain Co., Champaign, Ill.; F. S. Larison, El Paso, Ill.; Farmers Eltr. Co., Graymont, Ill.; Farmers Grain Co., Latham, Ill.; Sheldon Eltr. Co., Sheldon, Ill.; Risser-Rollins Co., Kankakee, Ill.; Bartlett, Frazier & Carrington, Kankakee, Ill.; Kautz & Maus, Latham, Ill.; National Eltr. Co., Newman, Ill.

Springfield, Ill.—Trainmaster Smith of the Alton got out a circular recently to freight conductors asking them to cooperate in the prompt movement of grain, especially corn, as it has not matured properly following the late harvest. An excellent plan, and one that could be copied this winter with profit to grain shippers and carriers by every trainmaster in the corn belt. Unreasonable delay in the transportation of perishable corn may be followed by damage claims that the roads will escape by following Trainmaster Smith's suggestion.

Springfield, Ill.—After a hot fight J. K. Dickerson, of Lawrenceville, on Jan. 14 was elected secy. of the Illinois State Board of Agriculture by a vote of 12 to 10. The secy's office has been collecting crop information from numerous correspondents and printing the figures in a pamphlet issued so long after conditions were observed as to be comparatively worthless to the trade. It is hoped that the change in the secy's office will result in these crop condition figures being given out more promptly, as in Kansas, Missouri, Ohio and Michigan.

Peoria, Ill.—Erastus Roberts, who has been known with election to the office of pres. of the Peoria Board of Trade, is well known to country grain shippers. He was born on a farm near Morton, Ill., 65 years ago. He moved to that town in 1875 and there engaged in the grain business, afterward going into partnership with William Moschel. In 1894 Samuel Mosiman was taken into the firm, and Mr. Roberts came to Peoria to represent the firm. He has continued to reside here since, and in 1902 joined the Board of Trade. Mr. Roberts' personal qualities have gained him many warm friends, and he has a well earned reputation as an able business man.

East St. Louis, Ill.—Fire destroyed two eltrs. at this place Jan. 16, one belonging to Pendleton, Corbitt Hay & Grain Co., and the other Montgomery Eltr. B, said to have been purchased by the Mobile & Ohio R. R. Co. Loss, \$250,000. The fire started in the old exporters' warehouse, which contained 250,000 bales of hay owned by Langenburg Bros. and Pendleton & Corbitt. The flames leaped across a 70-ft. gap to Montgomery Eltr. B, which had 50,000 bus. of grain stored in it. One hundred cars, half of which were loaded with hay, grain and cotton, were destroyed. The loss on the cars is \$70,000. The Montgomery Eltr. B was insured for \$29,000, insurance on grain \$32,500. Langenburg Bros. had their grain insured for \$7,000.

Stonington, Ill.—The first double eltr. deal that has been made in Central Illinois for some months was made Wednesday by C. A. Burks of Decatur. In this deal the Stonington Farmers' Eltr. Co. gets the Hill Bros.' plants located at Stonington and Willeys Station. The capital stock of the company will be increased by means of soliciting new members. Enough will be added to take care of the purchase price of the elevator at

Willeys Station. The Farmers Elevator Co. already has a plant at Stonington which it purchased about a year ago. The Willeys plant will be managed from the Stonington office. The sale was made to settle the estate of the late A. P. Hill, who was recently killed by a Wash train at Stonington. The elevator at Raymond will also be sold.

Peoria, Ill.—The Peoria Board of Trade caucus recently nominated the following officers for the ensuing year: For pres., E. Roberts; vice-pres., J. H. Ridge and W. T. Cornelison; sec'y, John Lofgren; treas., Walter Barker. The following directors were nominated on the first ballot: W. R. Buckley, A. G. Tyng, C. C. Miles, Dan Mowatt, J. M. Quinn, R. W. Van Tassel, Frank Wood, T. A. Grier, George Brier and George C. Clarke. The committee on arbitration for two years was chosen as follows: John Thode, C. H. Feltman and D. D. Hall. The committee on arbitration for one year is Louis Mueller. The committee of appeals for two years: J. W. Gift, Leroy Page and F. W. Arnold. All of the men nominated are admirably fitted for the offices to be assigned them. Mr. Roberts has been a member of the board for the past five years and has been a most active worker. John R. Lofgren, who has been sec'y for the past three years, has been in the secy's office for many years, and Mr. Barker has been treas. of the board for nearly thirty years. The sec'y has posted a bulletin that the annual assessment this year will be \$25 and that table rate will be \$10, or \$5 for a half table. There will be no auction, and present occupants will be allowed to retain their old places.

INDIANA.

Troy, Ind.—Bergenroth Bros. are erecting a new eltr. in connection with their mill.

Shelbyville, Ind.—Heavy deliveries of corn are taxing the eltrs. here to their utmost capacity.

Willow, Ind.—The eltr. of New & Kinder was burned Jan. 10 at noon. Loss, \$5,000; insurance, \$1,500.

Sandborn, Ind.—Robert Clodfelter is putting in scales and will be scoop-shoveling soon.—Peter Hill.

Swanington, Ind.—The Swanington Grain Co. has bot a grain dryer with a capacity of 100 bus. per hour.

Fort Wayne, Ind.—Nathan & Levy recently purchased two wagon scales for their plant from the Standard Scale & Supply Co.

Indiana Harbor, Ind.—Bartlett, Frazier & Carrington have just given the Hess Warming & Ventilating Co. an order for a No. 8 Hess Drier of 25,000 bus. capacity per day.

Clymers, Ind.—The eltr. of H. G. Reed & Co. has been opened. It has a capacity of 100,000 bus. The plant will clean 3,600 bus. of grain and shell 1,500 bus. of corn per hour.

New Palestine, Ind.—J. W. Waltz has just finished remodeling his eltr. He installed an Invincible Cleaner, two Day Dust Collectors, two Philip Smith Corn Feeders and an automatic scale.

Terre Haute, Ind.—William H. Walker was recently sworn in as grain inspector under the state law, by Judge Piety of the circuit court, to serve at the re-opened mill of the American Hominy Co.

Wheeler, Ind.—Charles E. Walsh, who has been doing business at Hobart for a

Chicago firm for several years, has started in business for himself at this place. He will handle grain, hay and feed.

Preble, Ind.—On account of the death of H. L. Buck, the eltr. has been closed for the last six weeks, but will be reopened with William Jaebker in charge of the business end and Albert Huser as manager.

Rockville, Ind.—Rohn Bros. will erect one of the largest eltrs. in this section of the state. It will be a cribbed house and contain 12 bins, each 38 ft. deep. It will have a capacity of 60,000 bus. The capacity of the flouring mills here will be almost doubled.

The United States Moisture Testers have been shipped by the Hess Warming & Ventilating Co. to the following users within the past few days: Board of Trade, Indianapolis, Ind.; Melrose Milling Co., Princeton, Ind.; and Babcock & Hopkins, Rensselaer, Ind.

Lafayette, Ind.—After a most successful convention the Indiana Corn Growers Ass'n elected the following officers Jan. 15: Pres., T. A. Coleman; vice-pres., J. B. Burris, and sec'y-treas., G. I. Christie. Resolutions were adopted favoring state legislation regulating sale of seeds.

Freeland Park, Ind.—John McEwan, of McEwan Bros., was taken to Lafayette from Sheldon, Ill., and was taken to the hospital. An abscess formed on his lower jaw and was lanced, blood poisoning set in and his condition is serious. It is said that his chances for recovery are slight.

Greenfield, Ind.—The New Milling Co., incorporated, capital stock \$30,000; incorporators, A. L. New, T. H. New, F. H. New, F. W. New and W. A. Hough. The company has bot the mills and eltr. of Winfield S. Fries. T. H. New is manager of the company, which controls several eltrs. in the country.

Hammond, Ind.—A bomb was thrown on the building occupied by the Hammond Board of Trade and owned by Sidmond McHie, Jan. 19, and its explosion tore a large hole in the roof. Similar bomb explosions have occurred during the past year near premises occupied by gamblers in Chicago.

Letts, Ind.—Business is recovering from the effect of the panic to some extent. Corn is not fit for market here—did not mature right. Some of the farmers are getting anxious for \$1 wheat again. We are in favor of uniform inspection of grain, but are not in favor of government inspection.—Geo. W. Moor.

Lafayette, Ind.—James Thompson died of heart trouble Jan. 12. His death is deeply regretted by many friends who were attracted to him by his splendid qualities. Of Scotch parentage, he was a man of rugged character and lofty principles. For years he was an official in the Presbyterian church. He is survived by a widow and one daughter.

Indianapolis, Ind.—Indiana shippers and manufacturers conferred with railroad officials at the Claypool hotel Jan. 20 to compromise on reciprocal demurrage, but failed to agree. Each side insisted on its rights during a two hours' debate. The state railroad commission contemplated making changes in the rules governing car service and had suggested to the shippers and railroad officials that they get together in a recommendation that the commission could adopt with confidence.

Indianapolis, Ind.—At the annual meet-

ing of the state board of tax commissioners recently, attended by 89 county assessors, Merrill Moores said that "Whether an eltr. or warehouse is owned by a corporation, a partnership or an individual, the owner holds a public franchise and must answer to the State for its lawful exercise, and can be compelled to disclose the name of any person who has stored farm products, under penalty of a forfeiture of the franchise. It is every assessor's duty to ascertain on March 1 what agricultural products are in every eltr. and warehouse in his jurisdiction."

Indianapolis, Ind.—At the recent meeting of the creditors of John R. Gray & Co. claims amounting to \$46,000 were filed. Visible assets amount to about \$3,000, but an effort is being made to set aside the sale of an eltr. If accomplished this will increase the assets about \$5,000. The operations of John R. Gray are said to be directly responsible for the failure of Richards & Hammond and Thomas H. Botts & Co. of Baltimore. It seems that while Gray had bought but 70,000 bus. of oats from country shippers, he sold 400,000 bus. to eastern parties, and his nonfulfillment of contract crippled some of them greatly and bankrupted others as well as his own firm. Still some people believe in contracting grain ahead.—G.

Indianapolis, Ind.—"I am the oldest man in the grain business in Indianapolis, having been here since 1859. There was no Exchange like this here in those days. And this is a fine building too. I was on the building comite and we have been told by building experts that it's the best constructed building in town. Not a flaw nor a crack in it since 'twas put up. Way back in those early days grain used to come into Indianapolis in wagons from forty miles away. Thirty or forty or more teams would start out from different sections of the surrounding country together and I have seen many a camp of farmers hauling their grain to Indianapolis on the outskirts of the city. Most of the corn which we handled at that time was shipped in the ear to the sea-coast. The greatest change which I note in the method of conducting business between that time and now has been in railroad rates. In the early days we would be doing business on an apparently satisfactory basis when we would awake to find our competitor was getting a better freight rate than we. All that is changed now." So said W. H. Cooper in a reminiscent mood the other day.

WINNERS AT INDIANA CORN SHOW.

Among the prize winners at the corn show given by the Indiana Grain Dealers Ass'n in connection with the annual meeting Jan. 8 and 9, at Indianapolis, were the following growers:

Eastern Indiana Ass'n: Cary Sunderland, Muncie, 1st prize; Worth Osborn, Winchester, 2d; R. Humbert, Cammack, 3d; Geo. Harting, Elwood, 4th; Estie Sunderland, Muncie, 5th.

Central Indiana Ass'n: Harvey Grey, Galveston, \$10; John Harlan, Kokomo, \$8; Joe Hessler, Kokomo, \$6; Elmer Shrader, Greentown, \$4, and Randolph Benoy, Grant County, \$2.

Fort Wayne Ass'n entered its exhibits in the names of the dealers, who were Wasmuth & Son, Roanoke, 1st; S. Bash & Co., Fort Wayne, 2d; Beaty & Doan Co., Ossian, 3d; S. Bash & Co., 4th, and Berne Grain & Hay Co., Berne, 5th.

IOWA.

Arnold, Ia.—The Ober-Kingsbury Co. has rented the eltr. of L. L. Druly.

Sioux City, Ia.—The eltrs. here have joined the Western Weighing Ass'n.

Akron, Ia.—H. W. Fields and John W. Hedges have bot the grain interests of Fields, Slaughter & Co.

Sheffield, Ia.—Harry and Tom Williams have taken over the five-year lease of A. J. Froning in the north eltr.

Sioux City, Ia.—Miner & Co., grain and stock brokers, have established an office here in charge of L. McKendrick.

Fort Dodge, Ia.—The co-operative farmers eltr. companies will hold their annual meeting at this city Feb. 13 and 14.

Sioux City, Ia.—The new Board of Trade has amended its articles of incorporation to increase the directors from 9 to 15.

Union, Ia.—The Farmers Mutual Co-operative Co. has been organized and will buy or build an eltr. C. V. Peckham is manager.

Ames, Ia.—The Iowa Corn Growers Ass'n recently elected John Sundberg of Whiting pres., and B. W. Crossley of Council Bluffs, sec'y.

Holstein, Ia.—August Herrig, who has had charge of the eltr. of the Trans-Mississippi Grain Co., has been employed by the Farmers Eltr. Co.

Edna, Ia.—I have accepted a position with the Edmonds-Londergan Co. I was formerly with the Douglas Grain & Lumber Co., at Douglas, Ill.—S. A. Nelson.

Council Bluffs, Ia.—The Cavers Eltr. Co., of Omaha, proposes to erect a large addition to its eltr., and J. E. Von Dorn will erect an eltr. of 60,000 bus. capacity to handle 75 cars daily.

Lost Nation, Ia.—The firm of Phelps & Colliopriest is composed of J. H. Phelps and T. M. Colliopriest. It has eltrs. at Lost Nation, Elwood and Oxford Junction. In fact, they are the only grain dealers at each place, and naturally are doing a prosperous business.

Cedar Rapids, Ia.—A large number of grain dealers gathered here Jan. 23 to hear Professor Holden's lecture on oats at the Short Course of the Iowa State College. The dealers took supper at the Montrose hotel and the balance of the evening was taken up in a discussion of what might be done to improve the oat crop of the state.

Centerdale, Ia.—F. T. Hartley's eltr. along the C. R. I. & P. R. R., but on his own land, was set on fire at 5 a. m. Jan. 7 by sparks from a passing locomotive and burned, together with 4,000 bus. oats and 2,000 bus. of timothy seed. Loss on eltr. about \$3,500. Insurance on eltr. and grain, \$3,500. No fire had been in the eltr. for ten days.

Sioux City, Ia.—The Commercial Club has recently adopted resolutions demanding that the C., M. & St. P. R. R. Co. keep its promise made before the new grain eltr. was erected, to give rates such as are effective thru Omaha and other competing points. The Club's attorney will be directed to make complaint to the Interstate Commerce Commission against the Milwaukee road.

Davenport, Ia.—The D. Rothschild Grain Co. has made arrangements to install a drier in its large eltr. soon. The corn in Iowa this year has been excep-

tionally full of moisture compared with corn raised in this banner corn state in other years and the grain dealers who are getting it have been forced to make arrangements to handle it so that it will bear reshipment. Fortunately a great deal of the soft corn is being fed this year and Nebraska and Kansas shippers have sent a great deal of their corn into Iowa.

Cedar Rapids, Ia.—The first annual short course in agriculture and domestic science of the Iowa State College of Agri. is being given here Jan. 20 to 25 under the direction of Professor P. G. Holden. Premiums on a generous scale are offered for exhibits in the corn show, oats show and seed wheat show. In the wheat show the first prize is Hamilton Bros. special, one of A. T. Ferrell & Co.'s Clipper Grain & Bean Cleaners. Among donors of cash for the grain show are Douglas & Co., \$100; Quaker Oats Co., \$100; Jackson Grain Co., \$25, and Anchor Mills Co., \$25. I. E. Jackson, the grain dealer, is treas.

Clinton, Ia.—Unrestrained raiding of grain cars has long been going on in the yards of the Northwestern Ry. The arrest of two thieves on Jan. 9 revealed an organized gang of 20 men employees of the company, using the auger and sack. Fifteen pleaded guilty and were fined the ridiculously small sum of \$5 each. The yards of the C. & N. W. have not had any police protection for years. Freight from the west is brought into the yards here as this is the end of the division, and trains are made up again for the east. When traffic is heavy there are at least 300 to 400 cars of grain, coal and other freight in the yards. It seems that most of the pilfering was from bad order cars that came into the yards and were not properly taken care of. The local police believe the practice has been broken up. But the yards should be given proper police protection or pilfering of this kind and especially from open coal cars will continue.

KANSAS.

Bern, Kan.—E. H. Steiner has just added a cleaner and hopper scale to his equipment.

Carlton, Kan.—N. E. Ward has installed a 15-h. p. Witte Gasoline Engine in his eltr.

Minneapolis, Kan.—The Farmers Eltr. Co. has installed a 25-h. p. Witte Gasoline Engine in its eltr.

Sawyer, Kan.—I have resigned my position as general manager of the Farmers Eltr. Co.—L. E. Raymond.

Rock Creek, Kan.—H. Shafford has remodeled his eltr. and installed a gas engine, Western Sheller, and Cleaner.

Topeka, Kan.—It is believed that a maximum freight rate law will be passed at the special session of the legislature.

Shaw, Kan.—Burglars entered the office of the Chanute Grain Co. at this place recently. The safe was blown open, but nothing was obtained.

Marietta, Kan.—As the result of paying too much for grain, says a stockholder, the Farmers Eltr. Co. is forced to raise money or sell the eltr.

Atchison, Kan.—The Blair Milling Co. uses 6,500 bus. of corn, 1,800 to 2,000 bus. of wheat and 150 bus. of rye every day it runs in manufacturing mill products.

Chetopa, Kan.—The plant of the Chetopa Mill & Eltr. Co. burned Jan. 15, with a little grain. Loss from \$10,000 to \$12,-

000; insurance, \$4,000. The company will rebuild at once.

Idana, Kan.—On account of the car shortage and rush of grain recently, F. L. Williamson & Co. had to ask farmers to stop hauling wheat to their 30,000-bu. eltr. until cars were furnished.

McDonald, Kan.—The H.-C. Grain Co., of Burrton, will erect an eltr. at this place, with a capacity of 15,000 bus. The company will install a 20-h. p. gas engine. The eltr. will cost \$3,300.

Holton, Kan.—I have only a 10,000-bu. eltr. but I can take in and out of my eltr. as high as 5,000 bus. of grain per day. The farmers are raising corn with a great big cob that often falls short 2 and 3 bus. on a load.—S. J. Thompson.

Atchison, Kan.—The Corn Belt Grain Co. is practically a new company here, managed by S. E. Harburger. Mr. Cain of the Cain Milling Co. is interested. The company is equipped to do a general receiving and shipping business and is bidding the country dealers regularly.

Topeka, Kan.—The green bug was the subject of an illustrated address by Professor S. J. Hunter recently before the state board of agriculture. Professor Hunter regarded the introduction of the parasite of the green bug as a practical success.

Bigelow, Kan.—We are doing a nice business, corn is a good quality, and moving steadily along at increased prices. We have just put in a hopper scale and bot the lumber yard, hardware stock and coal yard of the Alexander Lumber Co.—J. L. Wilkin.

Lawrence, Kan.—R. C. Jackman, mgr. of the Bowersock Mills & Power Co., has issued a circular urging every miller and farmer to see that an appropriation to fight the green bug is made at the special session of the Kansas legislature meeting Jan. 23. An appropriation of \$10,000 is desired.

Hutchinson, Kan.—The Larabee Flour Mills Co., of Stafford, will erect an alfalfa meal mill at this place in connection with its mill, to be completed by the time the flour mill is. It will have a capacity to grind 25 tons of alfalfa a day. The company will build steel tanks for the storage of grain at its mills.

Plains, Kan.—W. H. & O. T. Wilson, brothers who own hundreds of acres of land in this vicinity, have just completed a 110,000-bu. eltr. It will be used principally as a storehouse altho it is modernly equipped and the business of farmers in surrounding territory will be solicited. The K. C. Mfg. & Supply Co. installed the machinery and equipped the eltr.

Topeka, Kan.—In the Jan. 10 issue of the Journal in this column an article appeared relative to a suit brot by the Riverside Milling & Power Co. of Cartersville, Ga., against the Bennett Com'isn Co. of Topeka for default on contract. The article stated that the suit was brot against Arthur H. Bennett who "formerly" conducted the Bennett Com'isn Co. The facts are that Mr. Bennett is still conducting a grain business in Topeka under the above name. Now as to the facts in the case, C. E. R. Winthrop, representing Bennett Com'isn Co., at Wichita, did make a sale to F. R. Logan & Co. at Atlanta, Ga., contrary to expressed desire of Mr. Bennett, for twenty cars of corn and did not inform Mr. Bennett that he had done so. Mr. Bennett therefore had no intimation that the corn had been sold until the atty. of the Riverside Milling Co. called at his office. Mr. Bennett

told him that if such a sale had been made that he was perfectly willing to do the right thing. He wrote at once to Mr. Winthrop, who answered in a short letter by denying that the Bennett Com'isn Co. was under obligation to said company, for at time shipping date elapsed there was no material difference in market price. In the meantime, while Mr. Bennett was endeavoring to get the facts in the case the att'ys brot suit for \$1,440, the loss which it is claimed they sustained. On account of his father's sickness Mr. Bennett has been unable to give this matter much attention, but he asserts that he will do the right thing just as soon as he learns what it is.

KENTUCKY.

Versailles, Ky.—John Y. Rout and Ike Wingate have bot the grain and feed business of C. L. Ryley & Co.

Midway, Ky.—The many friends of Calvert Roszell will be grieved to hear of his misfortune in losing his right hand while trying to unchoke a feed roll operated in their eltr. His hand was amputated at the wrist.

LOUISIANA.

New Orleans, La.—By temporarily becoming a detective, E. A. Bynum, Local Agent of the New Orleans Terminal Co., assisted a Deputy Sheriff attached to the Civil District Court in serving service on Emanuel Rosenbaum, of the J. Rosenbaum Grain Co., of Chicago. The suit claims \$6,876.65 damages from Rosenbaum for alleged nonfulfillment of contract in connection with the Chalmette grain eltr. Rosenbaum leased the eltr. on a guarantee basis, but failed, according to the Terminal Co., to ship as much via the proprietary lines as would, at 1-4 cent a bushel, provide \$7,500 annually for the rent of the eltr. The Terminal Co., seeking to recover the amount, \$6,876.65, filed suit, but, as there was no representative of the Chicago concern in New Orleans, the question of service became a problem. Emanuel Rosenbaum, member of the firm, happening to be here attending the arbitration of a claim by his firm against the Frisco, was pointed out to a Deputy Sheriff while paying his bill at the St. Charles Hotel.—*The Daily Picayune*, January 24.

New Orleans, La.—At the annual meeting of the Board of Trade, Jan. 8, Pres. H. B. Schreiber said: "This has not been a prosperous year for our grain department, and our grain committee, realizing the necessity of some provision being made to at all times maintain an efficient force, raised the rates of inspection, to assure a sufficient revenue from the department to keep itself sustained." Secy. Henry Herring reported "The grain department inspected during our fiscal year ending Nov. 30, 1907, 14,624 cars of grain inward, and 10,506,000 bus. of grain for shipment. The exports of grain fell below those of the previous season." This applies to all principal ports, owing to car shortage during the crop season, and owing to the extreme bad condition of the corn, due to the open winter experienced over the corn belt." The finance committee, Charles Dittman, chairman, reported expenditures for the year of \$60,437, with resources on hand after paying all these of \$22,666. The long-distance telephone and the Sand Key signal and vessel reporting service, as well as the cotton inspection department, were operated profitably, but losses were sustained by the grain and cottonseed products inspection departments. The membership

committee, through John Dwyer, chairman, reported 22 accessions to membership during the year and 8 deaths. The present membership is 353, not including two applications now posted. The success of the Exchange smoker in May last was noted and the recommendation was made that the Board give a banquet in the spring as a means of bringing the members together socially and also as a medium for discussion of important subjects of legislation, national and State, that will require the attention of the Exchange during the current year. The officers nominated for 1908 are: H. B. Schreiber, pres.; C. H. Ellis, first vice-pres.; Charles Dittmann, second vice-pres.; A. F. Leonhardt, third vice-pres. Directors 1908 and 1909—Messrs. Alfred LeBlanc, Albert Mackie, Joseph Kohn, E. Steinhart, Henry Kahn, Jeff D. Hardin, William P. Ross, Hugh McCloskey, Richard Meyer, Jacob Trautman, John T. Gibbons, Jr., C. B. Fox, Nevins Kirkpatrick. Director 1908—Mr. J. H. Murphy, to fill vacancy. Directors who hold over for year 1908—Messrs. E. F. Kohnke, R. F. Clerc, Aaron Davis, M. Warriner, B. F. Eshleman, Sam Blum, S. Locke Breaux, C. M. Murray, Frank M. Rickert, Joseph McCloskey, W. P. Luck, Ben C. Casanas.

MARYLAND.

South Paris, Md.—Bicknell & Stanley, grain dealers, suffered loss by fire Jan. 7.

Baltimore, Md.—The regular ticket nominated for directors of the Chamber of Commerce to be elected Jan. 27 is composed of James C. Gorman, Chas. C. Macgill, George S. Jackson, Robert McLean and R. C. Wells.

Baltimore, Md.—Chas. England & Co. have filed complaint with the Interstate Commerce Commission against the B. & O. R. R., alleging prejudiced interpretation of rates on a shipment of rye from Wisconsin to Baltimore, and asking \$488 reparation.

Baltimore, Md.—Venturing on the Chamber of Commerce recently J. C. Brown, superintendent of eltrs. for the B. & O. R. R., was mobbed by grain handlers who expressed their indignation at the company's failure to provide the needed facilities for local distribution.

MICHIGAN.

Vandalia, Mich.—The Pears-East Grain Co., of Buchanan, Mich., has rented the eltr. here on the Michigan Central Railroad.

Ann Arbor, Mich.—The plant of the Michigan Milling Co. is running to its full capacity. Last fall the company purchased the electric plant 80x45 ft. with an adjoining building 50x35 ft. for storage. The total storage capacity is 25,000 bus., having been doubled. The plant handles about 500 bus. of beans a day, and employs about 25 women pickers.

MINNEAPOLIS.

The Bibb Broom Corn Co. recently suffered \$15,000 loss by the burning of its stock.

Mary Paul, an old woman, recently was caught sweeping grain out of cars and was fined \$1.

Daggett & Co. are defendants in a suit brought by Emma L. Beals to recover money alleged to be due on a grain transaction.

This city had a big Monday's run of grain Jan. 20. Receipts totaled 1,097 cars, of which 159 cars contained barley.

The movement is very large for so late in January.

The Minnesota State Grain Inspection Dept. has purchased a U. S. Moisture Tester supplied by the Hess Warming & Ventilating Co.

Wm. Commons, senior member of the firm of Commons & Co., died Jan. 12, aged 74 years. He was born in Pennsylvania, engaged in business in Philadelphia, and with his two sons, Frank and Howard, came to Minneapolis in 1882 to engage in the grain trade. He was one of the oldest members of the Chamber of Commerce.

Switching charges under the amended order of the Minnesota Railroad & Warehouse Commission are \$1.50 on cars moved between two eltrs., or between any eltr. and a mill. All consignees or their agents are entitled to give disposition notice; and no charge shall be made for the switching of cars that come into Minnesota Transfer over the lines of any of the companies to the unloading tracks or to any industry on the transfer tracks, nor for cars switched out for shipment beyond the transfer.

MINNESOTA.

Hallock, Minn.—H. B. Bornemann is interested in the erection of a farmers eltr.

Echols, Minn.—Chas. Erickson has succeeded Aug. Peterson as manager of the Eagle Roller Mill Co.'s eltr.

Hector, Minn.—I have been transferred from Milan to this place by the Victoria Eltr. Co.—C. K. Strand, agt.

Grove City, Minn.—We contemplate installing an automatic scale to weigh grain loaded out.—Nelson, Lund & Co.

Sherman, Minn.—A meeting was held recently to organize a farmers eltr. company. John Manzey is interested.

Heron Lake, Minn.—V. E. Butler has been elected a director of the Grain Dealers National Mutual Fire Ins. Co.

Hanska, Minn.—A farmers eltr. company is in prospect here. The company will try to buy one of the eltrs. here.

Wykoff, Minn.—W. W. Cargill Co., of La Crosse, Wis., has bot my houses. I have gone out of business.—Jacob Rau.

Lismore, Minn.—N. J. Thillen, formerly buyer of Greig & Zeeman, has accepted a position as buyer for the Farmers Alliance Eltr. Co.

St. Paul, Minn.—A hearing of complaints on the minimum carload weights of hay was begun Jan. 23 by the Minnesota Railroad Commission.

Browns Valley, Minn.—N. C. Jensen is interesting himself in the organization of a farmers eltr. company. Mr. Heald is the new buyer for Duluth Eltr. Co.

Duluth, Minn.—Annual dues of members of the Board of Trade will be increased \$10, and are \$75 for 1908, with a rebate of \$15 if paid on or before Feb. 15.

Kennedy, Minn.—B. E. Sundberg has brot suit thru the Minnesota Shippers & Receivers Ass'n against the Great Northern Road to recover \$91 and \$148 for shortages on two shipments of grain.

Winona, Minn.—The North-West Mills Co., incorporated, capital stock \$100,000; directors, E. S. Youmans, pres.; H. C. Garvin, vice-pres.; D. B. Fraser, sec'y, and C. M. Youmans, treas. The company will engage in the manufacture of dairy and stock feed.

Blue Earth, Minn.—The eltr. of the

Central Grain & Coal Co. burst Jan 6 and about 300 bus. of wheat was found on the ground. The boards spread a few inches, letting the wheat out. Not much damage was done. The company has had three new bins built to care for the grain coming into market.

Duluth, Minn.—The directors of the Consolidated Eltr. Co. have chosen the following officers: Pres., George Spencer; vice-pres. and chairman of the executive committee, F. B. Kellogg; vice-pres. and superintendent, H. A. Starkey; vice-pres. and sec'y, G. H. Spencer; assistant sec'y, W. H. Kiichli.

Duluth, Minn.—The Board of Trade Clearing Ass'n has elected the following officers: S. H. Jones, pres.; W. C. Poehler, vice-pres.; Franklin Paine, sec'y, treas. and manager, and W. C. Johnson, assistant manager. Directors—G. G. Barnum, S. H. Jones, J. F. McCarthy, John Miller, W. C. Poehler, G. H. Spencer and J. A. Todd.

Wheaton, Minn.—The eltr. of the Monarch Eltr. Co. was burned Jan. 13. It contained about 25,000 bus. of grain. Loss on building \$5,000, on grain \$10,000. This is the third eltr. here this company has lost by fire in the last six years. The eltr. will be rebuilt.

Burr, Minn.—The Farmers Eltr. & Supply Co. has let the contract to the Younglove Construction Co. for the rebuilding of its eltr. which was burned. It will have a capacity of 35,000 bus. The eltr. will be equipped with an Avery Automatic Scale, capacity 1,500-bu., a dump scale and will be up-to-date.

Duluth, Minn.—The building committee of the Board of Trade is receiving bids for the addition to the building. Plans contemplate raising the present trading room section to 9 stories, the new trading floor to occupy the 8th and 9th floors, the remainder being used for offices. The estimated cost is \$100,000.

Duluth, Minn.—The Citizens Bank of Drayton, N. D., has won its suit against J. S. Rich, a broker of this city, who honored a forged draft with B/L, on which the bank paid the money to a milling company. The court held that the failure of consideration could not be shown as between drawer and drawee, to defeat the recovery by a bona fide payee for value received. The case will be appealed to the supreme court.

Duluth, Minn.—The Board of Trade at its annual meeting Jan. 21 re-elected all of its old officers, with the exception that J. A. Walter succeeds J. H. Cook as director. They are as follows: pres. (one year), Julius H. Barnes; vice pres. (one year), Stephen H. Jones; directors, (three years), E. H. Smith, Wm. Dalrymple, J. A. Walter; board of arbitration (one year), G. G. Barnum, W. S. Moore, S. A. McPhail; board of appeals (one year), Thomas Gibson, F. E. Lindahl, H. S. Newell; committee on inspection (one year), J. F. McCarthy, A. M. Prime, J. T. Hickman, Charles F. Haley, J. T. Pugh.

St. Paul, Minn.—Additional arrests have been made by the post office inspectors in the prosecution of the Wisconsin Grain & Stock Co. for using the mails to defraud. Sherman Smith, a politician, and two jurors are charged with tampering with the jury. Several who had promised to testify for the government, but failed to keep their word, are included in the following new arrests: Clinton B. Phelps, pres.; Martin Quigley, treas.; Bruce Tuttle, custodian; Charles Stuart, telegraph operator; Charles Kelley, order

clerk; Paul Foss, A. W. Brown and George W. Wood of the Wisconsin Grain Co. On account of the improper influences that had been brot to bear on the jurors, Judge Morris on Jan. 13 continued the case against L. A. Wood, G. W. Wood, F. C. Wood, F. B. Wood, Chas. Kelly and Paul Foss, until the June term. Smith, on Jan. 23, was found guilty of contempt of court.

MISSOURI.

Mound City, Mo.—R. E. Cottier has bot the eltr, grain, feed and coal business of W. R. Smith.

Mercer, Mo.—The Alley Grain Co. will erect an up-to-date eltr. equipped with machinery to handle grain and seeds.

Kansas City, Mo.—H. D. Yoder has taken an interest in the Wm. T. Kemper Eltr. Co. and will manage its flour and export department.

Kansas City, Mo.—The Hamacher Hay Co., incorporated, capital stock \$2,000; incorporators, L. D. Hamacher, W. C. Taylor and F. W. Taylor.

Kansas City, Mo.—The K. C. Southern Eltr. has just been remodeled by the K. C. Mfg. & Supply Co. Considerable new machinery was installed.

St. Louis, Mo.—A big car of corn, containing 112,360 lbs., was sold recently by the Nansen Commission Co. to the Brockmann-Daly Commission Co.

Kansas City, Mo.—The Laning, Harris Coal & Grain Co. has increased its capital stock from \$200,000 to \$225,000, one-half the increase paid. Assets, \$185,744; liabilities, \$55,762.

Kansas City, Mo.—The Grier Grain Co. held its annual meeting Jan. 16 and re-elected its old officers for another year. Mgr. Wright reports the business as very satisfactory.

St. Louis, Mo.—Receivers are paying the reconsigning charge of \$2 per car under protest. The charge has been made since Jan. 1 by the Missouri Pacific, the St. L., K. & W. and the C. & B. & Q.

Kansas City, Mo.—J. R. Tomlin of the J. R. Tomlin Grain Co. reports that this has been a very good kaffir corn season, the quality of the seed being exceptionally good. Owing to the price many Kansans are feeding it. The company makes a specialty of handling kaffir corn.

St. Louis, Mo.—The posting of cash wheat quotations on the Merchants Exchange has been resumed, after an investigation into their alleged inaccuracy. The Exchange collects the quotations independently of the Daily Market Reporter, which has refused to furnish the Exchange with its quotations.

St. Louis, Mo.—To encourage hedging transactions the Merchants Exchange members are considering adopting a rule like that in force at Chicago permitting the delivery of No. 3 oats on regular contracts at 5 cents penalty. Hitherto the speculative oats market has been too narrow to make hedging safe.

St. Joseph, Mo.—The Board of Trade has re-elected R. R. Clark pres. The other officers elected are: Wm. Burke, vice-pres.; John Kirby, treas. and J. L. Frederick, sec'y. The directors are the foregoing and A. J. Brunswig, T. P. Gordon, F. A. Miller, A. C. Munch, A. L. Feunquay, J. C. Gregg and J. W. Craver.

Kansas City, Mo.—The Missouri Railroad Commission has decided to pay former Chief Grain Inspector Tedford the salary of \$2,008 that he would have earned

had he not been unlawfully removed from office. The decision of the court declaring his removal unlawful is reported in "Supreme Court Decisions" column, this number.

Kansas City, Mo.—At the annual election of the Board of Trade, H. J. Diffebaugh was chosen pres., C. W. Lonsdale, second vice-pres.; J. A. McLiney, J. Sidney Smith, A. J. Poor, Samuel Hardin, J. E. Rahm and E. B. Russell, directors; L. W. Bixler, Tracy Cockle, W. G. Hoover, O. A. Severance and J. A. Thies, arbitration committee.

Columbia, Mo.—The state corn show conducted by the Missouri College of Agri. was very successful. H. C. Crain of Elmo was awarded first prize for the best bushel of corn. J. E. Matheny of Miami received the first prize for the best bushel of white corn. H. C. Crain for yellow corn. E. B. Crain of Elmo was awarded a \$40 corn planter for the best 10 ears of yellow corn.

Kansas City, Mo.—For the purpose of getting up a test case of the grain futures tax Thos. J. Brodnax and Frank E. Essex have submitted to technical arrest on an indictment by the grand jury for having violated the law requiring a 25-cent stamp to be placed on every sale of grain for future delivery. The federal court has ruled that 25 cents should be set aside for each deal to be paid to the state should it win.

St. Joseph, Mo.—Justus C. Gregg, pres. of the Gregg Bros. Grain Co., died without warning on the night of Jan. 10. He was in apparently good health to the moment of his death, which is ascribed to heart failure. Mr. Gregg was born at Burlington, Ia., and after brief stays at Pueblo and Denver, Colo., came to St. Joseph 21 years ago and with his brother, J. H. Gregg, established a grain business that has grown to large proportions. He was pres. of the city council in 1886. Mr. Gregg was highly esteemed by his business associates. A widow and 5 children survive him.

St. Louis, Mo.—Committees of the Merchants Exchange named for the year are, appeals: C. L. Wright, F. D. Gill, M. J. Mullally, Claude A. Morton, Ernest A. Witter, Robert C. Valier, F. W. Clemens, W. H. Adams, Robert W. Pommer, R. H. Leonhardt, John E. Hall and Cary H. Bacon; arbitration: C. H. Langenberg, W. E. Knapp, J. B. Bethune, Eugene C. Dryer, William T. Hill, James A. Murphy, Robert F. Scott, J. M. Fuller, Warde B. Chittenden and Firmin D. Fusz. The Exchange is in excellent financial condition, and will take up \$14,500 of bonds outstanding, leaving the organization free of debt. Secy. Morgan's report also showed a credit balance of \$9,311. The membership numbers 1,638, and the annual dues for 1908 have been made the same as last year, \$40. During the year the department of weights examined 33,751 cars in bad order and found 4,461 with leaky grain doors, 501 with leakage over grain door, 8,198 with leaky boxes, 1,017 with leaky end windows, 14,028 cars not sealed, 4,223 cars with end windows not sealed and 1,323 with end windows open.

KANSAS CITY LETTER.

A shipping department has just been added to the business of the Roehen Cary Grain Co.

Don't see anything to lower these good prices so long as we have such a splendid cash demand.—Moss Grain Co.

The commission merchants in Kansas City are naturally against the 100-lb.

dockage almost to a man, but on account of the predominance of eltr. influence they have been tied to it in spite of the remonstrance of their shippers.

The differential rate between Omaha and Kansas City is a question of interest before the new officers of the Board of Trade and one upon which Mr. Diffebaugh has not yet declared himself. Omaha has a 1c better rate on wheat to the North and Kansas City 1c better rate on corn to the Southeast, this tariff being a compromise measure and there is considerable agitation for a change by the millers and others who want to handle more wheat. As the new pres. is independent of all the interests concerned it is believed he will take a wise stand on this proposition.

Some of the congressmen have been entertained by the Board of Trade and the Scott bill dealt with in detail and they have had it made plain to them that boards of trade are not bucket-shops but absolutely necessary to the welfare of this country. H. J. Diffebaugh said "We are endeavoring to get in touch with intelligent congressmen who will listen to us and are anxious to learn. I think it is merely a matter of properly educating them to see that Boards of Trade are necessary to grain business to stop this continual agitation against futures. The question is one of such magnitude that the average citizen doesn't know anything about it and it is our duty to carry on a campaign of education."

ST. JOSEPH.

St. Joseph, Mo.—Altho this market does not do as much advertising as perhaps would be good for it, yet the fact remains and investigation reveals that a grain business is done here. It takes three large eltrs. to handle the grain, these being the Maple Leaf Eltr., operated by the Gordon Eltr. Co., the Burlington Eltr., operated by the South Park Grain Co., and the Ellwood Eltr., operated by the Ellwood Grain Co. The latter eltr. is a modern, up-to-date building with 500,000 bus. capacity. There are also three mills here which produce about 1,100 bbls. of flour per day.

At present the members of the Board of Trade have no particular trading floor, but arrangements are now being made to equip a room properly with tables, wires, and other paraphernalia needed in a modern exchange floor and the dealers will then meet to carry on their business, whereas at the present time they carry their samples from one office to another.

St. Joseph is an important and a growing market because grain can be gotten in and handled quickly. It is not at all unusual, in fact it is the order of business for the receivers to make returns for all grain the same week the shipment is received.

St. Joseph is essentially a country town, tho it has a population of 120,000. It is estimated that the farmers from the surrounding territory market at least 500 cars of grain annually in St. Joseph on the streets.

The grade of corn raised in Missouri and Kansas this year is so good it will make some of the banner counties in Illinois look up their best records to beat; lots of it is grading No. 2, very little No. 4 and "no-grade" worth mentioning.

J. H. Gregg and T. P. Gordon are two of the old timers in St. Joseph. What appeals to them most in the various changes that have taken place in conducting the grain business during the past few years is the elimination of all rebating

which used to cause them a great deal of trouble unless they happened to be in on it.

A new company just starting in here is the Burke Grain Co. (not incorporated). Mr. Burke was loathe to give the JOURNAL representative any information about the company, so it was not learned who are its officers. It is alleged that W. H. Harroun is connected with the firm. Mr. Harroun made a reputation for himself a few years ago by forging Bs/L, being convicted and then paroled. It is understood that his estate has practically paid everything he owes, that he is an indefatigable worker, knows the grain business and is anxious to secure a different sort of a reputation than the one he has acquired.

NEBRASKA.

Murray, Neb.—The new Farmers Eltr. Co. will erect an eltr. this spring.

Cedar Creek, Neb.—The Farmers Eltr. Co. has elected William Schneider as manager of its eltr.

Walhill, Neb.—We sold our grain business at this place to Blenkiron Bros., in Feb., 1907.—Maryott & Aldrich.

Lindsay, Neb.—The Farmers Eltr. Co., recently incorporated, has bot the eltr. of the Torpin Grain Co., for \$7,750.

Alma, Neb.—The Alma Milling & Eltr. Co., incorporated, capital stock \$40,000; incorporators, J. F. Adams, A. G. Johnson and F. W. Stevens.

Milford, Neb.—The Spelts Grain Co.'s eltr. is being moved to its new location across the river, where a new concrete foundation has been built.

Lincoln, Neb. — The Cooper-Kiddle Grain Co. has brot suit here against James Candy to recover an excess of \$300 paid on a car of wheat that missed grade.

Omaha, Neb.—The articles, by-laws, rules and regulations of the Omaha Grain Exchange, revised to Nov. 20, 1907, have been published in a 120-page pamphlet, indexed. The rules for inspection, weighing and grading of grain are included.

Omaha, Neb.—The Cavers Eltr. Co. has brot suit against the Union Pacific Railroad Co. to recover \$976 in elevation allowances earned between July, 1906, and September, 1907, at the rate of 1¼ cents per 100 lbs. on all grain handled at the eltr. at Council Bluffs.

David City, Neb.—At the annual stockholders meeting of the Spelts Grain Co., held Jan. 14, the name was changed to Schaaf Grain Co. No change in management. Homer O. Schaaf was elected general manager and J. L. Buckley, sec'y.—Schaaf Grain Co.

Lincoln, Neb.—The state railroad commission has made complaint to the Interstate Commerce Commission that the Missouri Pacific is charging an excess of 2 cents on corn and wheat from southeastern Nebraska to St. Louis. It is said the company makes its charge upon the longer route, two locals thru Omaha, when the distance thru Nebraska City is shorter.

Lincoln, Neb.—A refund of \$16.21 taxes has been granted the Lincoln Grain Co. on the recommendation of the assessor, who stated to the county commissioners that the company had been assessed upon its eltrs., its grain on hand and the balance of its average capital, and also upon grain in cars in transit which had been sold and the proceeds already assessed as average capital.

Manley, Neb.—The state railroad com-

mission has ordered that the Missouri Pacific Railroad furnish an estimate of the cost of track by Jan. 15, and to proceed with the construction of the track in 30 days if the complainant, Manley Cooperative Grain Co., makes a tender of the cost of track by Jan. 25. The road has refused to build a track to the eltr. of the company.

Lincoln, Neb.—The state railroad commission has issued special order No. 118, authorizing C. B. & Q. to apply its present weights on grain and grain products, as shown by GFO 2-B, in connection with rates from points on Sioux City & O'Neill branch, superseding those in effect in W. & S. F. GFO 18835; and No. 119, authorizing Mo. Pac. to provide an amendment to its Omaha switching tariff 4922, canceling the provisions with reference to charges on grain, grain products, seeds and hay, allowing regular road haul rates to apply.

Omaha, Neb.—We are considering Council Bluffs as a site for our new eltr. because we can get Iowa grain to better advantage. Grain which is shipped from points in Iowa within eighty to 100 miles of Council Bluffs must come there in order to be forwarded to Chicago on the proportional rate. Many cars are shipped there from points on the Northwestern 75 or 80 miles from the terminal, and then taken right back to Chicago over the same track, at a saving of several cents in rates. This grain could not be brot to Omaha at the same rate charged to Council Bluffs, but Nebraska grain may be shipped to Council Bluffs at the same rate as to Omaha. — Weekes Grain & Live Stock Co.

Omaha, Neb.—A movement is under way to revive option trading on the Grain Exchange. During the first year of the Exchange trade in futures was lively; but one man saw an opportunity to run a corner in corn on the theory that tho there was plenty of corn in the country it could not be delivered for the want of sufficient regular eltr. capacity. This corner failed to profit the engineer and nearly bankrupted several members. Later a squabble over the rules for delivery added to the discouragement and the future market was killed. At one time two years ago 500,000 bus. of grain in options changed hands daily on the floor. It is believed that the option market could be revived and many dealers and speculators would patronize the Grain Exchange if assured that no manipulation would be permitted to artificially inflate prices when the time came to make delivery.

Omaha, Neb.—A few of the active traders on the Grain Exchange organized a dinner for the evening of Jan. 16 and most of the grain dealers and their friends attended the banquet at the Paxton hotel. Seventy-five were present. E. J. McVann, secy., opened with a short talk on the growth of the Omaha grain market and a vigorous condemnation of federal grain inspection. Other speakers were: J. H. Hamilton, whose subject was "The Private Wire"; E. C. Twamley, "The Country Elevator"; Nathan Merriam, "The Buyer and Distributor"; A. H. Hewsher, "The Commission Man"; John A. Kuhn, "The Railroad Question." Mr. Sherman Saunders was to have spoken on the financial situation, but was prevented by illness. The receivership of the Chicago Great Western Ry. brought out a spontaneous resolution of sympathy and this was responded to briefly and informally by Charles R. Berry, A. G. F. A. of that road at St. Joseph.

NEW ENGLAND.

Portland, Me.—John J. Lappin, one of three brothers engaged in the grain business started by their father, the late Hugh Lappin, died Jan. 6, after a brief illness.

Boston, Mass.—Frederic C. Maynard, a grain broker of Boston, was married Jan. 18 to Miss Adeline Humphrey, a young lady of St. Louis, Mo. After an extended wedding trip the couple will reside in Winchester. As a token of esteem in which Mr. Maynard is held, his associates in the Boston Chamber of Commerce presented him with a magnificent mahogany dining room set and India rug.

Boston, Mass.—Coles & Co. of Middletown, Conn., have brot quo warranto proceedings in Judge Morton's court against the Boston Chamber of Commerce alleging that the Chamber has notified all its members to cease doing business with complainant, following a decision of its arbitration committee that Coles & Co. owed \$141 to C. F. & G. W. Eddy on a contract to deliver grain. Complainants allege that the Chamber has no authority under its by-laws to interfere with its right to make contracts with any grain dealers of Boston.

Boston, Mass.—The pressure of loaded grain cars from the west now that the car famine has ended is showing up the inadequate facilities at this port for the loading of ships. The old eltr. now in use was designed to unload cars 28 ft. long, and the modern cars can be set only at alternate elevating legs, reducing the handling capacity from 12 cars to 6 cars at one setting. The alterations being made will increase the capacity only to 8 cars. In view of the inadequacy of the grain handling facilities provided by the Boston & Albany Railroad it is hoped the state railroad commissioners will require the company to carry out the provision in its lease to the New York Central prescribing that \$2,500,000 shall be expended in improving the terminal facilities at this city.

NEW ENGLAND GRAIN DEALERS MEETING.

The fifth annual meeting and banquet of the New England Grain Dealers Ass'n was held in Boston, January 13th. There was a business meeting in the afternoon. Pres. H. L. Buss presided. The Ass'n was found to be in flourishing financial condition and much has been accomplished during the year for the benefit of the New England trade.

The following officers were elected for the ensuing year: Pres., Frank A. Noyes; Vice-Pres. R. Mackinnon, St. Johnsbury; Secy., John W. Cox, Boston; Treas., H. J. Wood, Boston.

Directors: H. W. Chandler, Whitman, Mass.; Ernest E. Rogers, New London, Conn.; Geo. F. Reed, Boston, Mass.; J. O. Ellison, Haverhill, Mass.; Albert F. Conley, So. Boston, Mass.; A. J. Walbridge, Peterboro, N. H.; John D. Peck, Providence, R. I.; Walter E. Smith, Boston, Mass.; A. J. Lane, Springfield, Mass.; W. B. Kendall, Bowdoinham, Me.

The banquet in the evening was attended by 290 guests, every New England State being well represented. The speakers of the evening were: Mayor Hibbard of Boston, Jams A. Patten of Chicago, E. S. Woodworth, Minneapolis, Hon. C. S. Hamlin, Boston.

R. Mackinnon of Vermont also gave a short talk relative to the affairs of the new Grain Dealers Insurance Co.

which has been incorporated within the last year.

NEW YORK.

Waverly, N. Y.—Waverly-Sayre Co. has purchased a U. S. Moisture Tester from the Hess Warming & Ventilating Co.

Newark, N. Y.—Gilbert Plowman, who recently retired from the hay business at New York, died at his home in this city Jan. 11.

New York, N. Y.—The International Eltr. Co. has purchased a U. S. Moisture Tester supplied by the Hess Warming & Ventilating Co.

Rochester, N. Y.—The Newman Bros. Grain Co., incorporated, capital stock \$40,000; incorporators, J. H. Newman, H. Newman and A. Newman.

Buffalo, N. Y.—The Union Eltr. Co., incorporated, capital stock \$25,000; incorporators, M. P. Ryley, J. B. Devine, J. R. Bryning, M. R. Lewis and M. H. Lewis.

Geneva, N. Y.—Samuel K. Nester died at New York, Jan. 10, where he had gone on business. Mr. Nester owned one of the largest malt houses in the United States.

Phoenicia, N. Y.—Henry D. McCord & Son, incorporated, capital stock \$25,000; incorporators, L. H. Jones, M. S. Burt and K. C. Peters of Buffalo. The company will deal in grain and produce.

Brooklyn, N. Y.—The George G. H. C. Braun Co., incorporated, capital stock \$10,000; incorporators, George G. H. C. Braun, Charles F. H. Hass and Charles W. Hass, to deal in grain, hay and feed.

New York, N. Y.—Since Feb. 1 of last year 83 death notices have been posted on the Exchange floor, and of these the death benefits have been paid to only four out of the gratuity fund, the remaining 79 being assessed against members. The membership has been reduced from 3,000 to less than 2,500, and the large percentage of deaths is a heavy tax on surviving members.

New York, N. Y.—The steam floating grain eltr., Empire State, owned by the International Navigation Co., was burned on the night of Jan. 14, after having finished loading a cargo of grain into the steamship Sannio. The lines mooring the eltr. were cut and the blazing craft floated into midstream, where a tug made fast and towed the lighter to Weehawken. The elevating machinery was destroyed, but fireboats saved the hull. Loss, \$10,000.

New York, N. Y.—The cash situation down here is rather mixed. While our receipts are not heavy, the demand is of the hand-to-mouth variety. The general financial situation is better, but the collections from small retail trade are slow, which naturally affects the distributors' business first. Western prices are ranging about 2 cents a bu. above the New York parity, which makes new business impossible. This is a condition into which the New York market lapses several times a year and it is a case of waiting until the situation relieves itself by natural causes.—Rubins Bros.

BUFFALO LETTER.

The Riverside Malting Co. has its 110,000-bu. eltr. finished and filled.

The Buffalo Cereal Co. has a permit for building an addition to its grain mill to cost \$9,000. The company seems to have made good progress in the business.

Quite an amount of wheat has been

taken and loaded at Fort William for Buffalo this winter. It might have been brot down here at once, so far as any ice appears here.

The state of the millfeed trade is still a great puzzle to the business. It does not remain so uniformly bullish as formerly, so that middlings are sometimes quoted lower than bran.

Montana barley is offering here with some takers. It is as plump as tho it had been inflated artificially and so is the price, which runs up as high as \$1.20 a bu. Some Canada barley is coming in at about the same price, when the 30-cent duty is paid.

Still the old complaint that while there is plenty of corn and a good demand for it the oat crop is a good deal of a failure and mostly held about ten cents higher than it should be. This market handles a great amount of wheat and rye, but they are not generally sold by our dealers to any great extent.

George V. Horgan, traveling freight agent for the Lackawanna Railroad here, has been appointed traffic inspector of the State Public Service Commission, and has opened an office in the Chamber of Commerce. He will represent the commission when it is not engaged here and keep in touch with the general transportation problem.

A further effort to determine the manner of the death of James H. Rodebaugh, grain and feed dealer and feed-mill owner, who died of a pistol shot at his mill on Aug. 9, will be made in a suit to recover \$15,000 in accident insurance which he held at the time of his death. A guardian has been appointed for a younger daughter, so that she can appear as a party in the suit.

Altho there are cars enough now for all purposes and trains have come through from Minneapolis to Rochester in six days, the local shippers say that some of the roads get into a trance now and then. One way of failing to do what they might is to neglect to take cars from each other for distribution till they are sent off somewhere else and then claim that there are none to be had.

The amount of corn coming in for inspection keeps the department very busy. On the 17th there were 131 cars reported, but only 5 of oats, which may be the upper and lower limits of these grains, tho corn is much plentier than anything else now. It is said by certain of the grain interests that there will not be anything in oats for them till certain Chicago manipulators get tired of the game.

The lake grain and flaxseed fleet is not holding its cargoes as steadily to the time limit as it sometimes does, as six of the 30 are already unloaded or nearly so. It appears that there is more demand for both wheat and flaxseed than was expected or it would have been the plan to put more in eltr. on arrival, especially as the full winter-storage rate has not been charged for everything taken by the eltrs. this winter.

The barley supply is so short that nobody dares to buy it for malting till they know how they are coming out. A dealer who handles large amounts of it says that of late there has been very little of it bought till a sale of malt is made. Then it is safe to buy a supply of barley to make good, but there seems to be a notion that the bottom is going to drop out of the trade some time and leave the holders of unsold malt in the lurch.

The reorganization of the Lackawanna Mill & Eltr. Co. has resulted in the estab-

lishment of the Union Eltr. Co. to take on the business, having no connection with the old company except that M. P. Ryley, who has a leading interest in the new company, was connected with the old one, but left it some time before it went down. J. B. Devine, a well-known dealer on 'Change, will also be an active member of the company. It is understood that a retail store will be opened in connection with the feed mill.

The Rodebaugh mill, which has been idle and on the market since his death, has been sold by Receiver George W. Bartlette to the General Flour & Feed Co. of Syracuse for about \$11,000. L. L. Patterson is president of this company and N. S. Farrington treasurer, they appearing to be the active members of the company, which has a dozen feed stores in and about Syracuse and claims to have been buying two or three cars of feed a day in Buffalo for some time. It will now grind its own feed and distribute it to the stores.

The complaint of Kellogg against the New York Central Ry. for refusing to handle grain from them because rebates had been paid on the business is again before the State Public Service Commission, one hearing having been given already. A far-reaching principle is here involved, as the road claims that the elevation is a part of its tariff charge and therefore no rebating can be allowed, while the Kellogg interest claims that the road has nothing to do with the elevation, and as that is a mere private transaction it may be done at any price.—J. C.

NORTH DAKOTA.

Fairdale, N. D.—The eltr. of the Atlantic Eltr. Co. was recently burned.

Coulee, N. D.—Edward J. Kraling and his brother Henry will build four eltrs. in North Dakota.

Merricourt, N. D.—G. P. Dodd, who has been buying grain for the Atlantic Eltr. Co., has retired.

Oberon, N. D.—Geo. Nelson, of Fargo, has been chosen as agent of the Monarch Eltr. Co. at this place.

Souris, N. D.—O. G. Majors, who is organizing farmers eltr. companies, expects to organize one here.

Kulm, N. D.—R. L. Kath, who has been grain buyer for the past two years for the Powers Eltr. Co., has resigned.

Edmore, N. D.—Honey Bros. have no eltr. and are loading on track.—S. A. Johnson, agt., Minn. & Northern Eltr. Co.

Dickey, N. D.—The Consolidated Eltr. Co. is erecting an eltr. to be completed this summer.—J. A. May, mgr. Farmers Eltr. Co.

Napoleon, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$100,000, and name changed to C. H. Case Lumber Co.

Crosby, N. D.—The eltrs. of the Homestead Eltr. Co. and the Northland Eltr. Co. at Imperial are to be moved to this place.

Findley, N. D.—The Farmers Eltr. Co. will erect a 35,000-bu. eltr. this spring.—J. C. Walters, agt. America Eltr. Co., Blanton.

Grandin, N. D.—The Grandin Farmers Eltr. Co., incorporated, capital stock \$50,000; incorporators, S. Sims, N. A. Colby, James Bell and others.

Wolford, N. D.—A farmers eltr. company has been organized, and they will buy or build an eltr. this spring.—J. G. Mundy, agt. Farmers Eltr. Co., of Mylo.

Kenaston, N. D.—The eltr. of the W. S. Young Eltr. Co., on the Great Northern Ry., was burned Jan. 5. It contained 5,000 bus. of grain. The insurance was small.

Pickert Sta., Blabon P. O., N. D.—The Northwestern Eltr. Co. has closed its eltr. for this season. E. O. Peterson, its agent, has left for the west.—J. C. Walters, agt. Amenia Eltr. Co.

Anselm, N. D.—The Anselm Farmers Eltr. Co., incorporated, capital stock \$25,000; incorporators, Edward P. Rinehart and Fred C. Wall of this place and Marshall B. Greene of Sheldon.

Ellis, N. D.—The Ellis Farmers Eltr. Co., recently incorporated, has bot the eltr. of the Wright, Leet Grain Co., for \$6,000. The company will have the plant in operation in a short time.

Fullerton, N. D.—The eltr. of the Atlantic Eltr. Co. was burned Jan. 5, with about 18,000 bus. of grain in the eltr., which was a total loss. The origin of the fire is not known.—J. F. Gamber, agt. Minnesota Eltr. Co.

Fargo, N. D.—At the convention of the Tri-State Grain & Stock Growers, recently, resolutions were adopted favoring the McCumber federal grain inspection bill, and directing Northwestern members of congress to support anti-option bills.

Adams, N. D.—H. E. Braum has shipped in a carload of velvet chaff seed wheat and has invited his farmer friends to call at his eltr. and obtain what they want. This variety is said to mature 2 weeks earlier than other varieties and will yield more to the acre than blue stem.

Mylo, N. D.—The Atlantic Eltr. Co.'s eltr. at this station was burned recently, with about 6,000 bus. of grain. The cause of the fire is unknown. The Woodworth Eltr. Co. has closed its house for the season. The Farmers Eltr. Co. is putting in a new loading spout.—J. G. Mundy, agt. Farmers Eltr. Co.

Willow Lakes, N. D.—A co-operative eltr. company is to be formed with a view to buying one of the eltrs. here. If the eltr. companies will not sell the committee is authorized to make application to the railroad company for a site on its right-of-way. The company will have a capital stock of \$10,000.

Bismarck, N. D.—Andrews & Gage have settled all but two of the complaints by farmers, growing out of the neglect of the agent to make out checks for a few loads of grain as required by law. An attorney of LaMoure still insists that the firm's license be revoked; but the state railroad commission at its last meeting in this city took the matter under advisement.

Abercrombie, N. D.—The eltrs. of the Crown Eltr. Co., and the Monarch Eltr. Co. burned Jan. 9. The Monarch Eltr. contained 3,000 bus. of wheat and the Crown Eltr. contained two carloads of coal. The total loss is \$25,000, and is thought to be well insured. The eltrs. are only 50 ft. apart and the flames easily jumped from one to the other. It is thought that the fire originated from an overheated stove.

Fargo, N. D.—About 350 grain raising farmers attended the meeting of the Independent Grain Shippers Ass'n at this city Jan. 15, presided over by O. G. Major. Mr. Major advocated starting a grain receiving firm at Duluth or Superior. C. N. Cramer of Ashland, Wis., tendered a site at that city for a terminal eltr. W. C. Macfadden spoke on grain

inspection laws. Secy. E. Beissbarth of Brinsmade reported the affairs of the ass'n in a satisfactory condition. W. C. Fairbanks of Lakota reported that a mutual insurance company had been formed and incorporated under the state laws. Resolutions were adopted advocating the abolition of dockage, favoring federal inspection and a change from the bushel to the metric system. Another meeting is to be held Feb. 25 at this city to finance the terminal eltr. and the terminal commission firm.

Harvey, N. D.—Glen Miller, buyer for the Gackle Eltr. Co., is charged with the embezzlement of \$51, and Daniel Bich, a wealthy farmer who aided him in the fraud, is defendant in a civil suit to recover the amount. Miller was employed by Christian Boettcher from the middle of October until Nov. 11, when he was discharged on suspicion, there being no positive proof of fraud. He immediately entered the employ of the Gackle Eltr. Co., and after a time Mr. Billingmeier became suspicious, and with the help of Boettcher's attorney evidence was obtained and on Jan. 9 Miller and Bich were placed in jail. Miller now admits having issued fraudulent checks on Mr. Boettcher's eltr. for 650 bus. of grain and on the Gackle Eltr. Co. to the amount of 1,371 bus. Bich admitted having received checks for grain not yet delivered. Each alleged that the other had received the money on the checks, which were cashed by Bich. Ten other farmers, it is alleged, are involved in similar frauds.

Drayton, N. D.—James Bellamy has been released on a writ of habeas corpus by the supreme court on the ground that "Petitioner, who was an officer in a milling corporation engaged solely in the manufacture of flour, is not guilty of larceny under section 2251, R. C., for a neglect or refusal to deliver on demand or to pay the market value of wheat delivered to such corporation by another. Said section is construed and held to apply only to such persons, associations and corporations as are embraced within the purview of section 2244, R. C., defining public warehousemen. This section by its terms expressly excepts from its operation milling concerns not doing a shipping business. The evidence before the committing magistrate disclosed that the milling corporation [Drayton Milling Co.] of which petitioner was an officer was not engaged in doing a shipping business, therefore the commitment under which petitioner is held to answer for the offense of larceny as defined in section 2251 aforesaid is contrary to law and void, and the writ prayed for is granted."

OHIO.

Bellevue, O.—The W. H. Gardner Grain & Mill Co. has bot a 75-bu. Avery Automatic Scale.

Portsmouth, O.—Celluloid pocket folding rules are being distributed with the compliments of H. S. Grimes.

Toledo, O.—The Produce Exchange has re-elected E. H. Culver as chief grain inspector for another year.

Lima, O.—A. E. Clutter, of Clutter & Long, has gone to Los Angeles with his wife for the balance of the winter.

Leipsic, O.—G. O. Cruickshank has purchased a U. S. Moisture Tester supplied by the Hess Warming & Ventilating Co.

Cincinnati, O.—Homer Chisman, for many years chief grain inspector for the Chamber of Commerce, has resigned and next month will retire to private life.

Enon, O.—T. W. Brooks, former grain merchant at Troy, died at his home at this place recently of paralysis, at the age of 40 years. He leaves a wife and one child.

Hanover, O.—This station has no facilities for handling grain. The shippers are A. S. Howell, N. C. Fleming, V. R. Herendeen, Z. N. McKnight.—J. C. Ferguson, agt. P. C. C. & St. L. R. R.

Buckwalter, Jeffersonville P. O., O.—Sam Coil and Grant Stoughton recently bot the eltr. which was formerly operated by Tingley Bros. & Co., who went bankrupt. The new firm is making extensive repairs.

Bloomdale, O.—Burglars entered the office of the grain eltr. Jan. 6. They pried open a door and built a fire to warm themselves. Afterwards they looted the office, taking stamps and a small sum of money.

Cincinnati, O.—Chas. Guckenberger, who was a member of the Chamber of Commerce almost from its inception and successful in the grain trade, died Jan. 8. Two years ago he withdrew from active business.

Toledo, O.—Transporting grain on the river in January was the uncommon sight Jan. 7 when a canal boat was towed from the East Side Iron Eltr. to be unloaded at the docks of the Northwestern Eltr. & Mill Co.

Findlay, O.—T. C. Linger, the general manager of the Ohio Hay & Grain Co., has taken a lease on a large brick building, to be used for a storage warehouse for all kinds of grain. A railroad switch from the Big Four gives it first-class shipping facilities.

Columbus, O.—Representative Pierce Metzger of Cuyahoga county has introduced a bill to prohibit unfair commercial discrimination between different localities. Commodities are required to be sold at the same price in different cities and sections, freight rates considered.

Columbus, O.—Every Ohio dealer in grain and seeds should join in a vigorous and prompt protest against the bill introduced in the state legislature by Representative F. W. Woods of Medina, who would compel all clover seed dealers to guarantee clover seed as either medium or mammoth.

Circleville, O.—Colonel Charles E. Groce, the well known grain dealer, has been honored with election to the presidency of the Ohio State Corn Growers Ass'n at the recent meeting of the ass'n, which was largely attended and most successful. Nearly every corn-growing county is represented in the ass'n.

Cincinnati, O.—At the annual election of the Chamber of Commerce, held Jan. 15, the following were chosen: Pres., Col. Thomas P. Egan; second vice pres., B. W. Wasson; treas., George Zehler; sec., John D. Lindsay; directors, Charles W. Schmidt, Edmund Freiberg, Charles E. Van Leunen, E. C. Skinner, Frederick Hardin.

Toledo, O.—The wheat inspection committee of the Produce Exchange for 1908 is composed of C. L. Cutter, F. J. Reynolds, W. W. Cummings, F. O. Paddock, J. C. Keller, Fred. Mayer, A. W. Boardman. The corn, oats and rye inspection committee is composed of C. L. Reynolds, E. L. Southworth, W. H. Haskell, J. E. Rundell, H. W. DeVore, J. W. Young, H. Cuddeback.

Toledo, O.—Among those in charge of the Grain Special Train run over the C., H. & D. R. R. to Dayton and Delphos

and back to Toledo early this month, were Secy. J. W. McCord and other officers of the Ohio Grain Dealers Ass'n, Professor H. C. Price, Professors McCall and Shoesmith of the Ohio University, Professors Williams and Welkin of the Experiment Station at Wooster. Samples of corn and alfalfa were carried on the train, which consisted of two cars.

Middle Point, O.—The Pollock Grain Co.'s eltr. was burned at 5 o'clock a. m. Jan. 12. Loss on building, \$7,000; insurance, \$5,000. Loss on grain, \$4,000; insurance, \$3,500. The Pollock Grain Co. writes that "the cause of the fire is unknown. The office fixtures, records, etc., were a total loss, nothing could be saved. What books that were in daily use that were in the safe were saved. We will continue the track business, but will not rebuild until spring, if we do then."

New Carlisle, O.—I notice by the Journal of Jan. 10 that I am a scooper. If I am there are a great many others these days. Last summer through your columns some one that I was a scooper. They only insinuated it just because two men bot grain and loaded it direct into the car in Union and Champaign counties, who were once in my employ. A man by the name of Strong buying grain at Enon, O., for Tranchant & Finnell chipped in this time and they and I are both loading ear corn direct from wagons into the car there; the only difference is, that I commenced loading corn there first. I have the Erie station there and I expect to build an eltr. when the season for building opens up. I am just as much of a legitimate dealer there as they are. I have a building there altho I am using it very little these days (neither are they), and I have a pair of scales there also. This man Strong should have been named Smart, as he tells the farmers all kinds of stories, telling them that I will not pay them for their grain, etc.—S. A. Muff.

Toledo, O.—Nearly all of the buying of wheat is for domestic use. Export business has been out of the question, the local quotations not meeting the low bids by foreign buyers. Recently the local millers have come to the front with some heavy purchases with which to meet recent large export orders. Receipts have been light, ranging from 30 to 50 cars per week. The available supply on hand has been reduced to about 900,000 bus., most of which is in the hands of the millers. Farmers who have been refusing to part with their wheat under \$1 per bushel are giving up the idea of such a possibility, and are beginning to market, being prompted also by the further fact that the bulk of the Ohio corn crop is unmarketable. Most of the mills all over the state are running again after a temporary shut down, but a large number of them are only running at about half capacity. While Ohio corn is very inferior and still shows from 23 to 25% of moisture, there is a large amount of corn of good quality coming in from the west. The supply on hand is not more than about one-quarter what it was at this time last year, however, being about 250,000 bus., against 1,000,000 last season. Considerable export trade is being carried on. Local demand is also good at this time. Millfeed is beginning to show a trifle of weakness, and much now depends on the weather. A spell of good old fashioned winter will increase the demand and stimulate prices materially. There was a decline of a dollar per ton within the past few days, and bran is now quoted at \$24 per ton, with middlings and mixed feed a dollar higher, f. o. b. mills.—S.

OKLAHOMA

Comanche, Okla.—The mill and elevator of the Comanche Grain & Eltr. Co. was burned Jan. 15. Loss, \$7,500; insurance \$2,500.

Amber, Okla.—The eltrs. at this place, Allie Sta., Chickasha P. O., have been completed by H. W. Cole, of Oklahoma City. Mr. Cole was formerly with Mell & Cole.

Hinton, Okla.—Have you seen the up-to-date girl? She is a daisy, as every one who receives one of the Red Top Grain Co.'s new wall calendars will quickly admit.

Capron, Okla.—The Farmers Grain & Coal Co., incorporated, capital stock \$3,000; incorporators, J. R. Henton, W. W. Morris, J. H. Hudson, Clay Howard, William Webb and Levi Snyder.

Irene, Okla.—The W. A. Cooksey Lumber, Coal & Stock Co., incorporated, at this place and Alva, capital stock \$6,000; incorporators, Fred Hardy and Isaac McHenry of Alva and W. A. Cooksey of this place.

Okarche, Okla.—The Farmers Co-operative Ass'n has elected Casper Detterman manager of the eltr. for the coming year. H. E. Downing, who has been manager for the past two years, will go into other business.

Foraker, Okla.—We have sold one-half interest in eltrs. at this place and Salt Creek, located on the M. V. Ry., to A. A. Stephenson, formerly with the Agra Cotton Gin Co., of Agra, Okla.—I. C. Pierce Grain & Eltr. Co.

Rusk, Okla.—The divorced wife of J. E. Smith, grain buyer for the Choctaw Mill & Eltr. Co. at this place, took her own life Jan. 7. After caressing Mr. Smith, whom she was visiting, she placed a revolver to her temple.

Chickasha, Okla.—The Choctaw Mill & Eltr. Co. has the foundation completed for its new eltr. to replace the one which was burned some time ago. It will have a capacity of 35,000 bus. and will be equipped with up-to-date machinery.

Oklahoma City, Okla.—H. C. Clark, formerly with the Capital Grain & Eltr. Co., has engaged in the grain business on his own account with offices in the India Temple bldg., and will handle car lots of grain, hay and flour on commission.

Guthrie, Okla.—In reply to an inquiry from the Madill Grain & Eltr. Co., of Madill, Assistant Atty.-Gen. Henshaw has given an opinion that railroad companies could be forced to build freight sidings to private warehouses, providing the expense of the siding in construction is borne by the private concern. The opinion also says that if a siding has already been constructed for a concern doing a similar business that the company might be forced to build one to the firm discriminated against.

OREGON.

Portland, Ore.—Fred Muller, formerly secy.-treas. of the New Orleans Board of Trade, has been elected secy. of the Board of Trade of this city and will take office Feb. 1.

PENNSYLVANIA.

Pittsburg, Pa.—The Pittsburg Grain & Flour Exchange has purchased a U. S. Moisture Tester from the Hess Warming & Ventilating Co.

Orangeville, Pa.—We expect to build a grain eltr. in the spring as soon as

the weather will permit. It will have a capacity of 10,000 bu.—H. B. Low & Son.

Allentown, Pa.—I have succeeded the late Geo. W. Eckert in the wholesale grain any hay business. I was associated with Mr. Eckert for 24 years, the past 12 as special partner. I will liquidate the affairs of the old firm.—Ed. S. Sherer.

PHILADELPHIA LETTER.

Plans are being made for a \$250,000 wharf and pier at the foot of Dock street, along the Delaware.

J. W. Beatty, who will be installed as treas., is particularly known in the hay trade, for many years being a member of the arbitration committee of the National Hay Ass'n.

James Hancock, the coming pres., is the son of the late Mayor Elisha Ather-ton Hancock, the founder of the well-known grain exporting firm of Hancock & Co., and is following in the footsteps of his illustrious father.

Commercial Exchange election is on Jan. 28. James Hancock will be the next pres., Samuel L. McKnight vice pres. and J. W. Beatty treas. Six directors are to be chosen to serve 2 years, with 23 names posted for nomination, but a number of withdrawals having reduced the list.

The Trades League, with a membership of 2,000 leading business men of this city, which held its annual meeting in the Bourse, is disposed to cut loose from the National Board of Trade and favors the newly established National Council of Commerce which President Roosevelt has endorsed.

Samuel C. Woolman, the Nestor of the Commercial Exchange, who is about to retire from official duties, has probably been more highly honored than any of its members, serving as pres. four successive terms, 1896-7-8-9, and treas. 1904-5-6-7, besides being three times chosen as director and serving on all of its important committees.—S. R. E.

SOUTH DAKOTA.

Cresbard, S. D.—Richard Arendsee will erect a large eltr. on his farm.

Norden, S. D.—Jos. Kiner will buy grain for the Abraham & Shultz Co.

Clear Lake, S. D.—Walter Noreilus will take charge of the eltr. of E. A. Brown.

White, S. D.—The eltr. of Denhart & Alguire was burned Jan. 16. The loss is heavy, but is insured.

Mitchell, S. D.—Siberz Bros. & Craig have bot the eltr. of Palmer & Ballock. C. F. Niemeyer has been chosen as manager.

Bridgewater, S. D.—A meeting has been held recently for the consideration of organizing and erecting an eltr. at this place.

Yankton, S. D.—I. C. Davis, of Corsica, has succeeded A. W. Mikota as agent for M. King. Mr. Mikota left for his claim at Van Metre.

Emery, S. D.—The farmers at this place are talking of organizing a farmers eltr. company, with a capital stock of \$10,000. Henry Rademacher is interested.

Hoven, S. D.—The Walworth County Farmers Grain Ass'n, incorporated, capital stock \$2,000. The company will secure an eltr. at Selby, where only line eltrs. have bot heretofore.

Lemmon, S. D.—At this station on the new coast extension of the Milwaukee road the dealers are Columbia Eltr. Co., of Minneapolis, Geo. C. Bagley Eltr. Co.,

also of Minneapolis, and the John Honskan Grain Co.

Garretson, S. D.—Arne Fresvik has bot J. J. Arneson's interest in Fresvik, Larson & Co. Charles Arneson, who has been employed by the company for some time, will buy grain for a while. J. J. Arneson has not decided what he will do.

Pierre, S. D.—The supreme court has affirmed the decision of the circuit court in favor of F. A. Hallett, a broker of Minneapolis, against Peter Aggergaard, a wealthy farmer, to recover margins advanced for the purchase of grain futures. Aggergaard pleaded gambling as a defense.

Oldham, S. D.—In July, 1906, this company was 3 years old, and had been totally wrecked, liabilities being nearly \$10,000, and assets \$7,000. I was elected secy., mgr. and buyer. Now the company has paid par value for several shares of stock and stands ready to cash any stock presented.—E. H. Johnson, mgr. Farmers Eltr. Co.

SOUTHEAST.

Richmond, Va.—Stephen T. Beveridge will erect an eltr., it is rumored, on the site on the Chesapeake & Ohio tracks which he has acquired.

Montgomery, Ala.—The Montgomery Cotton, Stock & Grain Exchange has been organized to post quotations received over private wires exclusively for members. The officers are R. J. Bellamy, pres., and Ira H. Virgin, secy.

Atlanta, Ga.—The Atlanta Grain Dealers Ass'n recently elected all of its old officers to serve for the ensuing year. They are: Pres., A. P. Morgan; vice pres. W. L. Fain; sec. and treas., A. C. Woolley, and assistant sec., Edward E. Smith.

Richmond, Va.—After fining the Atlantic Coast Line \$100 in one case several days ago the Virginia Corporation Commission has summoned the same road to answer in another case in which it seeks to enforce the regulations with reference to reciprocal demurrage and car service.

TENNESSEE.

Nashville, Tenn. — The McLemore Grain Co. has purchased a U. S. Moisture Tester supplied by the Hess Warming & Ventilating Co.

Kingston, Tenn.—The Farmers Hay & Grain Co., incorporated, capital stock \$15,000; incorporators, W. A. Stegall, Van D. Sparks, William Brown, L. A. Stegall and R. C. Marney.

Dyersburg, Tenn.—H. A. Klyce Co. is installing a No. 10 Beall Rotating Receiving Separator, with a capacity of 3,000 bu. per hour in its new transfer eltr. This machine is about 14 ft. long and nearly 10 ft. wide, and is one of the largest receiving separators installed of late.

Gallatin, Tenn.—The eltr. of the Payne Eltr. & Warehouse Co. was burned at midnight Jan. 19. The fire started in the top of the building and owing to the extreme height of the building the fire department was unable to check the flames. It is said that about 10,000 bus. of grain was in the eltr. The loss is covered by insurance.

TEXAS.

Claude, Tex.—O. F. Smalley is erecting a \$7,000 mill and eltr.

Fort Worth, Tex.—The Board of Trade recently adopted resolutions oppos-

ing the parcels post bill pending in congress.

Port Arthur, Tex.—It is said that a company with John W. Gates at the head will build an eltr., docks and warehouses at this port to cost \$1,000,000.

Terrell, Tex.—The Texas Corn Growers Ass'n has elected Thos. A. Galliard of Garza, pres.; H. E. Ferguson of Sherman, secy., and F. K. McGinnis of Terrell, assistant secy.—H.

Columbus, Tex.—A. R. Fehrenkamp, who conducted a grain, grocery and general merchandise business, has failed, his assets aggregating \$10,942.76 and liabilities amounting to \$7,441.72.

Howe, Tex.—The Howe Grain & Mercantile Co. has brot suit against the Houston & T. C. R. R. Co. to recover \$8,000 of penalties on account of failure to furnish cars on statutory demands.

Houston, Tex.—The Seaport Eltr. Co. is to be incorporated to build a large eltr. Among those interested are E. M. Paulson of St. Paul, Minn., and Edward Kennedy of Houston, who have sold 3 acres as a site on the ship canal at Long Beach.

As affecting the grain interest which we represent, we desire to call your attention especially to the first six lines of the second paragraph of Section 1, on page 4, of the proposed B/L in which it is proposed to limit and restrict the liability of railroad companies beyond all reason, equity, or justice, and the insertion of such a clause in a bill of lading with the signature of the shipper, in case of loss or damage, and, especially the lost grain, would devolve upon said shipper that he prove by someone who actually saw the grain leaking out of the car, that the grain was wasted. This would be almost impossible for the reason that after a car is loaded with grain at an elevator it is turned over to the railroad and neither the shipper nor the consignee sees the car again until delivered at destination, as it is in the hands of the railroad company entirely, and such leakage conditions could only be seen and noticed by railroad employees. Therefore, the futility of the shipper undertaking to make such proof as he would be compelled to under this clause.—Secy. H. B. Dorsey, before the Interstate Commerce Commission.

WASHINGTON.

Chelan Falls, Wash.—The Chelan Falls Brewing & Malting Co., incorporated, capital stock, \$50,000.

Pullman, Wash.—The proceedings of the wheat convention Jan. 9 and 10 are given in another column of this number.



Tacoma, Wash.—Exports of wheat from this port during December were 2,033,194 bus. and during November 1,737,000 bus.

Wenatchee, Wash.—The Badger Mountain wheat growers held a meeting recently to discuss the matter of erecting an eltr. at this place.

Tacoma, Wash.—The steamer Indra, now discharging at San Francisco, has been chartered for grain at this port, and, with its capacity of 8,500 tons, will carry the record cargo from the coast this season.

Quincy, Wash.—The farmers are organizing the Quincy Farmers Eltr. Co., and will have a capital stock of \$10,000; directors are Elmer Huffman, N. D. Johnson, D. J. Peters, L. Delivuk and M. F. Cochran. The company will erect an eltr.

R

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617 Railway Exchange Building, CHICAGO

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

WISCONSIN.

Fremont, Wis.—Will not handle grain this season; not enough in this vicinity to make it pay.—George H. Dobbin.

Milwaukee, Wis.—The Milwaukee Eltr. Co. has purchased a U. S. Moisture Tester supplied by the Hess Warming & Ventilating Co.

Milwaukee, Wis.—A highly polished resonant little bell designed to be used as a paper weight is reminding favored recipients of the donors—W. M. Bell & Co.

Rio, Wis.—The bean warehouse of C. E. Berg was burned Jan. 15. Several thousand bus. of beans were burned besides 150 cases of tobacco. Loss, \$28,000; insurance, \$10,000.

Collfax, Wis.—O. G. Kinney, who recently bot the eltr. of the Collfax Store Co., has rented the warehouse and eltr. to Albert Miller, of Chicago. Herman Gunderson will have charge for the winter.

Superior, Wis.—The supreme court of Wisconsin has affirmed the decision of Judge Vinje, thus deciding that the city has a right to tax grain, in the suit brot by the Globe Eltr. Co. to escape taxation on grain in store on May 1 of each year.

Superior, Wis.—The fees for inspection and weighing by the Wisconsin officials are 10 cents higher than the charges of the Minnesota department for the same services. It is said that the Wisconsin Commission will reduce its charges after a year if the revenue warrants a reduction.

Superior, Wis.—Builders are preparing sketches for the new eltr. of the Great Northern road, all of fireproof construction. It is said the house is to have a capacity of more than 3,000,000 bus., and is to be completed by Sept. 1 at a cost of more than \$1,000,000. Estimates are being received from contractors on steel, tile and concrete construction.

La Crosse, Wis.—Twenty boys ranging from the ages of 9 to 16 years were arrested Jan. 9 and brot up before the court for stealing grain from cars on the Milwaukee railroad. Nineteen of the boys pleaded guilty, while one, Guy Parker, pleaded not guilty and will have a trial. Two of the boys were sentenced to the industrial school; Edward Dore, age nine, was discharged, and the cases of seventeen were taken under advisement. The arrest of the boys followed a campaign of several weeks on the part of the detectives and police.

Milwaukee, Wis.—At a special meeting of the directors of the Chamber of Commerce Jan. 10 the following resolution against Scott's anti-option bill was adopted: "That the passage of bill 10,576, introduced in the house of representatives of the United States, Dec. 19, 1907, ostensibly 'To prohibit interference with commerce among the states and territories and with foreign nations, and to remove obstructions thereto,' or any similar legislation, would be an unjustifiable interference with the commerce of the United States and a calamity to the agricultural and other dependent interests of the country. Because the existence of exchange insures to the farmers of this country an open market for the sale of their grain at all times at the highest obtainable prices based on present and prospective supply and demand, either for immediate or future delivery; and it goes without saying that the farmers are the chief beneficiaries of legitimate speculative trading in grain as conducted under

the rules and regulations of the recognized commercial exchanges. Legitimate speculation is the life of trade and should not be hampered by experimental legislation. Because similar legislation in Germany a few years ago failed utterly to accomplish the purposes for which it was designed and resulted so unfavorably to the farming and other interests of the nation as to bring about the nullification of the restrictive enactments practically without opposition." A circular letter explaining why the Chamber is opposed to legislation prohibiting option trading in grain will be mailed to all Wisconsin representatives in congress.

MILWAUKEE LETTER.

A. Boenderdorfer, a Cedarburg miller, and member of the C. of C., died Jan. 12.

Clinton H. Smith and John J. Sutton, of Columbus, have been elected members of the Chamber.

Memberships in the C. of C. are selling at \$175, several recent sales being reported at this price.

Jas. O. Klapp was re-elected manager of the Wisconsin Car Service Ass'n, at a recent meeting.

Application for membership in the C. of C. have been made by the following: A. G. Laubenstein, Hartford, Wis.; W. H. Goodall and Milton D. Marlett. S. W. Tallmadge reports the sale of four memberships during the past two weeks.

The market for barley having suffered a relapse, orders to rush into store barley that is on hand unsold, are reducing this lot of stock slightly. Shippers, no doubt, are playing the game for all they are worth in their efforts to break even, but the losses sustained already will weigh rather heavily on the wrong side of their books.

The Chicago, Milwaukee & St. Paul Road reports that 4,300 freight cars now constitute the surplus which it has, not in actual use, while the C. & N. W. Road places its surplus at 4,000. These two lines, bringing the bulk of the receipts into this city, as they do, have apparently supplied all requests, which would indicate that the largest part of the movement in this direction has been received and with the exception of the quantity being held for better values, stocks in the country have been reduced considerably.

The Milwaukee C. of C. is preparing to co-operate with the Cleveland C. of C. in opposing the building of a deep waterway from the great lakes to the Mississippi river, Mr. Langson, the secretary, being of the opinion that no benefit would be derived by the establishment of the waterway, except by Chicago merchants, and that the drain from the lakes would be so great as to affect materially the harbors now on the lakes. At a meeting of the chamber a committee was appointed of which O. F. Bird is the chairman, to consider plans for opposing the measure and to co-operate with the Chamber of Commerce in Cleveland.—Slits.

A car of corn figured as a prize package recently at Flint, Mich., when a stock feeder unloaded a car from the west that had hidden under the grain 40 boxes of cigars.

Geo. S. Loftus, in his travels about the country in behalf of the National Hay Ass'n, and reciprocal demurrage, has learned that the Pullman sleeping car service is as expensive as it is poor. He has made complaint to the Interstate Commerce Commission.

Methods of Crop Reporting.

From the annual report of the secy. of the Dept. of Agri. the following description of the present method of reporting the crops is taken. It is the first public statement disclosing the details in the preparation of that much criticised document—the government crop report.

The Bureau of Statistics issues each month detailed reports relating to agricultural conditions throughout the United States, the data upon which these facts are based being obtained through a special field service, a corps of state statistical agents, and a large body of voluntary correspondents composed of the following classes: County correspondents, township correspondents, individual farmers, and special cotton correspondents.

The special field service is composed of seventeen traveling agents, who are especially qualified by statistical training and practical knowledge of crops, each assigned to report for a given group of states. They systematically travel over the districts assigned to them, carefully noting the development of each crop, keeping in touch with best-informed opinion, and reporting monthly and at such other times as are required.

There are 45 state statistical agents, each located in a different state. Each of these reports for his state as a unit, and maintains a corps of correspondents entirely independent of those reporting directly to the Department at Washington. These state statistical correspondents report each month direct to the state agent on schedules furnished them. These are then tabulated and weighted according to the relative product or area of the given crop in each county represented, and summarized by the state agent, who coordinates and analyzes them in the light of knowledge of conditions derived from personal observation and other sources, and prepares his monthly and other written and telegraphic reports to the Department.

There are approximately 2,800 counties of agricultural importance in the United States. In each of these counties the Department has a principal county correspondent, who maintains an organization of several assistants. These county correspondents are selected with special reference to their qualifications, and constitute an efficient branch of the crop-reporting service. They make the county the geographical unit of their reports, and, after obtaining data each month from their assistants and supplementing these with information obtained from their own observation and knowledge, report directly to the Department at Washington.

In the township and voting precincts of the United States in which farming operations are extensively carried on the Department has township correspondents who make the township or precinct the basis of reports, which they also send to the Bureau of Statistics each month.

Finally, at the end of the growing season, a large number of individual farmers and planters report on the results of their own individual farming operations during the year, and valuable data are also secured from 30,000 mills and elevators.

Eleven monthly crop reports on the principal crops are received yearly from each of the special field agents, county correspondents, state statistical agents and township correspondents, and one report relating to the acreage and production of general crops is received during the year from individual farmers.

In order to prevent any possible access to reports which relate to speculative crops, and to render it absolutely impos-

sible for premature information to be derived from them, all of the reports from the state statistical agents, as well as those of the special field agents relating thereto, are sent to the secretary of agriculture. By an agreement with the postal authorities these envelopes are delivered to the secretary of agriculture in sealed mail pouches. These pouches are opened only by the secretary or assistant secretary, and the reports, with seals unbroken, immediately placed in the safe in the secretary's office, where they remain sealed and guarded until the morning of the day on which the reports are issued, when they are delivered to the statistician by the secretary or the assistant secretary. Reports from special field agents and state statistical agents residing at points more than 500 miles from Washington are sent by telegraph in cipher. Those in regard to speculative crops are addressed to the secretary of agriculture, by whom they are placed in the safe in his office.

Reports from the state statistical agents and special field service in relation to non-speculative crops are sent to the bureau of statistics and are kept securely in a safe until the data contained in them are used by the statistician in compiling estimates regarding the crops to which they relate. The reports from the county correspondents, township correspondents, and other voluntary agents are sent to the chief of the Bureau of Statistics by mail in sealed envelopes.

The plan of placing the final preparation of the reports in a crop-reporting board has been continued during the past year, and after two full years of trial it has been demonstrated that it is a satisfactory method. It relieves one man of the strain and responsibility and secures the benefits of consultation and the consensus of judgment of men who have been on the ground.

The crop-reporting board is composed of the chief of the bureau as chairman and four other members whose services are brought into requisition each crop-reporting day from among the statisticians and officials of the bureau and the special field and state statistical agents who are called to Washington for the purpose.

The personnel of the board is changed each month. The meetings are held in the office of the statistician, which is kept locked during its session, no one being allowed to enter or leave the room or the Bureau, telephones being disconnected.

When the board has assembled reports and telegrams regarding speculative crops from state and field agents, which have been placed unopened in a safe in the office of the secretary of agriculture, are delivered by the secretary, opened, and tabulated, and the reports, by states, from the several classes of correspondents and agents relating to all crops dealt with are brought together in convenient parallel columns on final tabulation slips. The board is thus provided with several separate estimates covering each state and each separate crop, made independently by the respective classes of correspondents and agents of the bureau, each reporting for a territory or geographical unit with which he is thoroughly familiar.

Abstracts of the weather condition reports in relation to the different crops, by states, are also prepared from the weekly bulletins of the weather bureau. With all these data before the board, each individual member computes independently, on a separate sheet or final computation slip, his own estimate of the acreage, condition, or yield of each crop, or of the number, condition, etc., of farm animals for each state separately. These results

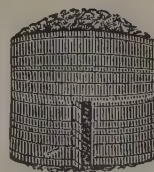
are then compared and discussed by the board under the supervision of the chairman, and the final figures for each state are decided upon. It has been interesting to note how often the reports of the different classes of correspondents and agents are very nearly identical, and how closely the figures arrived at independently by the individual members of the board agree. The estimates by states as finally determined by the board are weighted by the acreage figures for the respective states, the result for the United States being a true weighted average for each subject.

There have been 18 meetings of the crop-reporting board during the past year, in most of which the personnel has been changed each month. Six special field agents, specialists in their respective lines of statistical and crop knowledge, and eight state statistical agents have served in the different board meetings. Most of these men are widely known throughout the United States, and the practice of having them take part in the preparation of the monthly crop reports and estimates has proved highly satisfactory, and has been a great factor in establishing the confidence of the public generally throughout the country in the fairness and correctness of the bureau's estimates.

The appropriations of this bureau were somewhat increased last year, and one of the principal reasons was to enable the state statistical agents to travel within and throughout their respective states for the purpose of making personal investigations of crop conditions, and of meeting their correspondents or aids, and enlisting the services of new ones. About \$5,000 was allotted for this purpose during the year and the state agents were directed to travel in the spring at the time inquiries are made as to the acreage of the principal crops, and also in the fall or near the time of harvest, when inquiries are made as to the yield and production. Excellent reports have been received from the different agents as to the great assistance and advantage of this travel, and it is felt that such benefits have been reflected in improved and more accurate reports from such agents.

By means of a slight increase in the appropriation of this bureau the corps of field and traveling agents was increased by the appointment of two additional men, and the territories of several of the agents have been redistributed and re-assigned, so that the entire country is now better covered and represented by this class of reporters. The number of agents has been increased to 17; the principal cotton-producing states are now covered by 6 agents, while 8 others are assigned to the remaining territory of the United States, including the principal wheat and corn producing states, and 3 others are principally engaged in collecting statistics throughout the United States in regard to such crops as tobacco and rice.

Pres. A. E. Reynolds of the Grain Dealers National Ass'n has appointed the following committee to attend the hearing by the house committee on interstate and foreign commerce at Washington, Mar. 3, on the Gronna and Watson bills for federal grain inspection: J. C. F. Merrill, Chicago; S. W. Strong, Pontiac, Ill.; P. E. Goodrich, Winchester, Ind.; H. S. Grimes, Portsmouth, O.; H. L. Goemann, Mansfield, O.; G. A. Wells, Des Moines, Ia.; Chas. England, Baltimore; J. L. King, Philadelphia; L. A. Morey, New York, and C. B. Murray, Cincinnati.



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Destroys back pressure.
Saves one-half the power.

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The Knickerbocker Co.
JACKSON, MICHIGAN

Grain Carriers

The American Railway Ass'n reports a surplus of over 200,000 cars.

The Missouri River navigation congress met at Sioux City, Ia., Jan. 22.

Erie Canal boatmen are agitating for an earlier opening of the canal next spring.

The Grand Trunk Pacific has let the contract for the construction of 120 miles of line west from Edmonton, Alberta.

The Omaha Grain Terminals Co. is not included in the application for a receiver for the Chicago Great Western Railroad.

The Soo road is considering a plan to build a branch, 82 miles, from Thief River Falls, Minn., to Roosevelt, on the Canadian border.

On its coast extension the Chicago, Milwaukee & St. Paul road is now running trains as far as Marmarth, N. D., 200 miles west of the Missouri River.

A reciprocal demurrage bill is being prepared by Senator La Follette, to be introduced at an early day. He is aided in its preparation by Geo. S. Loftus of St. Paul.

An immense new grain barge is under construction at the elevator of the Smith-Hippen Co., Pekin, Ill., to be used by that company in its grain traffic when navigation opens.

Sack loading records were broken at Tacoma, Wash., Jan. 14, when one gang of stevedores using one conveyor stowed 17,840 sacks of grain in the steamer *Caithness* in 9 hours.

To handle the heavy shipments of grain across Lake Michigan the Crosby Transportation Co. is negotiating for an additional steamer to put on the Grand Haven-Milwaukee route.

The Lake Carriers Ass'n at its recent annual meeting at Detroit declared against the diversion of sufficient water into the Chicago drainage canal to make it a commercial waterway.

Davis H. Kresky and Wm. A. McGowan, of Kansas City, who pleaded guilty to rebating on flour shipments were fined \$1,000 each Jan. 21. Kresky was agent for the Howard Mills, Wichita, Kan.

Roads in the Transcontinental Freight Ass'n are preparing to defend their demand for a 20 per cent increase in the rate when the shipper will not release them from claims for damage to goods in transit.

Before the senate committee on inter-oceanic canals Secy. Taft on Jan. 16 expressed the opinion that the Panama Canal should be completed 6 years from next July and that the total cost will be \$300,000,000.

Storage and car demurrage charges on export freight at New York, Philadelphia, Baltimore, Newport News and Norfolk will be reported on by a committee appointed Jan. 10 by the American Railway Ass'n.

Attorneys for the packers began argument at Washington Jan. 21 on an appeal from conviction for rebates. The packers believe that the entire responsibility for quoting rates below the I. C. C. tariff should be placed on the carriers.

Roy Terrell, G. F. A. of the Frisco, has informed grain dealers at Crowley, La., that rates on corn, oats and hay from

Kansas City to Crowley will be reduced 5 cents and increased 5 cents to Lake Charles, effective about Mar. 15.

A reduction of 10 cents per 100 lbs. in the rate on oats from points in Oregon to St. Paul, Chicago and St. Louis is promised by the O. R. & N. Co. To the Missouri River and Colorado points the rate is to be 50 cents and to Chicago 57½ cents.

E. H. Harriman on Jan. 16 was directed by the U. S. Circuit Court at New York to answer all the questions asked of him by the Interstate Commerce Commission, except those relating to the purchase of stock in the Union Pacific and Southern Pacific.

The Celina Mill & Eltr. Co., of Celina, Tex., has made complaint to the Interstate Commerce Commission against the St. Louis & San Francisco R. R. on thru route rates and reshipments from junction points. Special Examiner Brown has been taking testimony at Dallas for the Commission.

The largest single shipment of corn from Evansville, Ind., was taken Jan. 11 by the steamers *Electra* and *J. B. Richardson* for Nashville, Tenn. The shipment amounted to 40,000 bus. It is part of the purchases by William Rahm of over 135,000 bus. in the river bottoms and has been sold by him to I. T. Rhea of Nashville.

The National Industrial Traffic League recently decided to make a concerted demand for 6 per cent interest on claims against carriers for damages that are not settled within 30 days of presentation. The League will oppose the advance of 20 per cent in rates by the transcontinental freight bureau on shipments not at owners' risk.

Freight traffic officials met at St. Louis recently and completed a check of rates which will result in one tariff being used by all the lines handling grain from the north to Louisiana points, instead of the dozen or more different tariffs which have been in effect. The change will be a great convenience to railroads as well as grain shippers.

While condemning the rates made by the railroads on grain products from Buffalo east the Interstate Commerce Commission, in deciding the cases of the Washburn-Crosby Co., the Banner Milling Co., and the Thornton & Chester Milling Co., made no orders. The Lehigh Valley and Erie roads were granted leave to establish a proportional rate on ex-lake grain to correct the discrimination.

Both the C. P. R. and I. C. R. elevators at St. John, N. B., have been filled with grain. So far this season exports from the C. P. R. elevator total 1,500,000, and contracts have been made to move 6,000,000 bus. more before Apr. 1. The I. C. R. has over 100 loaded cars on tracks, there being no room in the elevator. The Canadian Pacific is said to have orders at Port William to load 2,600 cars as fast as possible for all rail shipment to the seaboard. Exports of grain from St. John during the winter of 1907-8 promise to be the heaviest on record.

The railroads have not intimated whether they will accept the compromise between Chas. Austin, pres. of the National Hay Ass'n, and the directors of the Ass'n, by which the rate on hay will be reduced 55 cents from western points to the eastern markets. Mr. Austin attempted to withdraw the Ass'n's complaint before the Interstate Commerce Commis-

sion, but the directors could see no reason for so doing. The compromise is a splitting of the difference between the 5th class rate in force and the 6th class rate that the Ass'n has been demanding.

Before the American Historical Ass'n at Madison, Wis., recently, B. H. Meyer, chairman of the Wisconsin State Railroad Commission, declared that a mere sentimental appeal to waterways as regulators of rates is nonsense. "Waterways never have regulated rates," says Professor Meyer. "They have influenced them, sometimes to the extent of demoralization; but to influence is not to regulate. At no time in the history of internal improvements in the United States has it been more vital to obtain a technical basis for our projects than at present. Simply to proclaim that we want certain improvements, is like wishing to ride in a Pullman coach to a distant planet. I am firmly convinced that this country has never faced a more critical situation with respect to internal improvements than that which is impending. Before we enter upon a scheme of internal improvements, involving hundreds of millions of dollars, we should most assuredly inform ourselves with respect to the limitations and possibilities of that scheme."

A railway claim agent asks in the *Railway Age* "What protection is secured from the use of station numbers on seals, when an employe can seal a car, break that seal, rob the car and reseal it with an exact duplicate of the broken seal, including the number? Is it any wonder that employes go wrong when such opportunities are so apparent, and should such temptations be placed before them? Where station numbers are used on seals it results in employes making seal records from waybills. That is, if the waybill shows the car to have been loaded at Oshkosh, the record is entered up as showing the Oshkosh station number and the trouble of examining the seals is thereby easily avoided by the employe who is not particular about 'carrying the message to Garcia.' That the system generally in use is faulty is evidenced by the fact that many shippers are now sealing their own cars and will not depend upon the weak and ineffective seals used by carriers."

Minimum carload weights have been changed by the Rock Island, effective Feb. 20, and by the C. & E. I. effective Feb. 15, to the following basis: "On barley and oats ten per cent, less than marked capacity of car, except that when car is loaded to full bulk capacity, actual weight, but not less than 24,000 lbs., will apply. On ear corn and snapped corn, marked capacity of car, except that when car is loaded to full bulk capacity, actual weight, but not less than 24,000 lbs., will apply. On all other grain and seeds, marked capacity of car, except that actual weight will apply when car is loaded to full bulk capacity." This is a concession in that the basis of actual weight where car is loaded full will be applied to other grain and seeds as well as oats. Secy. S. H. Benson of the Transportation Committee of the Chicago Board of Trade suggests that in order to insure the protection of actual weight way bill and B/L should bear notation by railroad agent at shipping point that car was given full loading provided, of course, shipper actually complies with the tariff requirement of loading car to full bulk capacity.—leaving room for inspection—which, we believe, experience has shown, should result in a weight of wheat, corn or rye about as great as the marked capacity of car.

Supply Trade

The Swanson Mfg. Co. has gone into the manufacture of portable grain dumps.

The Standard Scale & Supply Co. has furnished the equipment of scales and trucks for the Cincinnati Grain Co.

The Standard Clutch Mfg. Co. has succeeded the Standard Mfg. Co., Sidney, O. This is merely a change in firm name and not in management.

Your salesman will make more money for you and for themselves if their efforts are supplemented with effective advertising.—John Lee Mahin.

The Essmuller Mill Furnishing Co. has increased its capital stock from \$15,000 to \$30,000, fully paid. The assets are \$53,000 and liabilities are \$23,000.

Advertising, like life itself, is a matter of iteration, more or less varied. A few facts in changing dress must serve to keep the world interested in you and your goods.

The report of the receiver of the Richmond City Mill Works shows total receipts of \$56,558 and expenditures of \$12,649, leaving for distribution to creditors about \$44,000.

After Feb. 1st the Younglove Construction Co. will be located at Sioux City, Ia., where a full line of elevator machinery and supplies, scales, engines, belting, etc., will be carried.

An useful leather bound pocket memorandum book with diary for 1908 and pencil is being distributed by the Millers' Mutual Fire Ins. Co. of Lansing, Mich., in celebration of its twenty-seven successful years saving money for policy holders.

The Denning Wire & Fence Co. manufacture a portable corn crib that is cheap and handy, with a capacity of 500 and 800 bus. It can be set up in ten minutes and will take care of all surplus corn. As it is circular in form, the air will quickly go thru and remove the surplus moisture, which will put the corn in better condition for shelling and shipping.

The Honstain Brothers Co. has been incorporated at Minneapolis, Minn. The incorporators are Arthur E. Honstain, Isaac S. Honstain and D. F. Hoag. The capital stock is \$50,000. The incorporation papers cover erecting and constructing grain elevators and warehouses, buying, owning and selling real estate, the buying and selling of milling machinery and for the purpose of dealing generally in grain and produce.

The Invincible Grain Cleaner Co. has recently put two new machines on the market: a mustard seed cleaner and a clover seed cleaner. It is claimed that the mustard machine will soon pay for itself in reclaiming the mustard seed contained in the average screenings from cleaning machines. The other machine does exceptionally good work in removing buckhorn from clover. Further information can be had by writing the company.

The N. P. Bowsher Co. has four gold medals in a neat plush frame hanging in its office. These medals were awarded it at Chicago in 1893, Atlanta in 1895, Omaha in 1898 and St. Louis in 1904 for the best exclusive display of feed mills made at those exhibitions. Medals do

not come without effort; and continued and intelligent effort is needed to keep pace with the times and secure these awards against the world four times in succession.

The surest asset that any concern can have is advertised prestige. Its banks may fail, its officers may die, its property may be destroyed by fire; but you simply cannot touch its "good will," because that is engraved in the minds of millions of people.

There is very little change at the present time in the price of materials for the building elevators. Lumber is a trifle off, but not much, and where you can buy it for less than we bot it before the flurry it is from mills which were compelled to sell in order to realize ready cash. However, this does not affect building generally. Labor is practically the same and will remain so. We have not noticed any decline in the prices of machinery or belting, and believe that elevators will cost practically the same as they did last year. The outlook for business is very good. We receive many inquiries from day to day. This shows that the people are figuring on something.—P. H. Pelkey Construction Co.

For the past three years the Webster Mfg. Co. has been cramped for room, altho it thot when it bot its present location that it had ample room for all time to come. To take care of its ever-increasing business thirty acres of ground have been bot at Tiffin, O., and a subsidiary company organized under the name of the Tiffin Malleable Iron & Chain Co. In addition to the manufacture of a complete line of grain elevator machinery and supplies has been added the manufacture of malleable castings in all its branches. Particular attention will be given to the link chain business. The buildings of this plant were erected by the Macdonald Engineering Co. and turned over to the company Dec. 1.

Risser-Rollins Co., Kankakee, Ill., having used a Hess Ideal Grain Drier for several weeks, called up the makers on the morning of Jan. 15th and ordered another drier, this duplicating their drying equipment. The second drier was loaded and shipped on the afternoon of the same day. Promptness like this counts for something when you have damp corn on hand, and it will mean more when your corn gets hot and a heavy loss stares you in the face. Similar driers were shipped at the same time for Swanington Grain Co., Swanington, Ind., and for Bell & Hanson, Brookston, Ind. Also a No. 6 Standard Hess Drier for H. A. Klyce Co., Dyersburg, Tenn. The large quantities of soft corn to be handled within the next few months has created a very active demand for Hess Driers.

Do you know of any service performed by the Government which is satisfactory?

Uncle Sam is after the oil trust again. U. S. District Atty. Edwin W. Sims on Jan. 21 asked Judge Landis to set for trial the indictment of the Standard Oil Co. for having received concessions on shipments of oil from Whiting, Ind., to Evansville, Ind. The counts number 1,318. Another case to be tried is that of the government against the Standard Oil Co. for accepting rebates on shipments over the Burlington road from Whiting to St. Louis. The counts in this indictment number 2,124 and the maximum possible fine is \$42,480,000. Down with rebates.

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Producers and Shippers
GENUINE FOCAHONTAS and NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crucible and Gas House Coke.
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It positively prevents leakage of grain in transit.
Further information cheerfully furnished if desired.
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That Friction Jaw Clutch you have wished for but have never seen.

One that won't slip when oiled. Starts machinery without jar or jolt.

The machinist who installs this clutch doesn't need to wonder whether it will take hold or not.

HE KNOWS. This clutch is a positive drive at a practical price.

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Thirty days' trial to convince you.

The Standard Clutch Mfg. Co.
Successors to
Standard Mfg. Co.
SIDNEY, OHIO

Supreme Court Decisions

Addressee of Telegram May Recover from the company for failing to deliver or to correctly deliver it to him.—*Western Union Tel. Co. v. Woodward*, Supreme Court of Arkansas. 105 S. W. 579.

Arbitration—Recovery of Payment Under.—Payments made in satisfaction of a voidable award cannot be recovered, but show an intention to ratify the award.—*Hegan v. Beckley*, Court of Appeals of Kentucky. 105 S. W. 969.

Warehouse Receipt.—A receipt evidencing the deposit of corn in an elevator is within Hurd's Rev. St. 1905, c. 38, § 124, 125, notwithstanding it reserved the right to store or intermingle the grain with other grain of the same grade.—*McReynolds v. People*, Supreme Court of Illinois. 82 N. E. 945.

Unguarded Set Screw.—Employer Liable for Servant's Death.—Where an unguarded projecting set screw in a revolving shaft in a mill was dangerous to employees in the discharge of their duties, the employer failed to furnish a reasonably safe place for its employees.—*Chopin v. Combined Locks Paper Co.*, Supreme Court of Wisconsin. 114 N. W. 95.

Arbitration.—Upon the question whether an award is within the terms of the submission, all fair presumptions should be made in favor of the award; and, if on any fair presumption the award may be brought within the submission, it should be sustained.—*Eureka Pipe Line Co. v. Simms*, Supreme Court of Appeals of West Virginia. 59 S. E. 618.

Connecting Carriers.—A common carrier may limit its liability for loss on connecting lines by a stipulation in the bill of lading that articles to be transported beyond its lines may be delivered to connecting lines for transportation to their destinations, and that its responsibility shall cease with such delivery.—*Brunk v. Ohio & K. Ry. Co.* Court of Appeals of Kentucky. 105 S. W. 443.

To Haul When Convenient.—Under a written contract for the sale of cotton seed meal and hulls, "to be hauled out as early as convenient," it is a question for the jury, to be decided in the light of all the surrounding circumstances and the exigencies of the contracting parties, as to when delivery was to take place.—*Fitzgerald Cotton Oil Co. v. Farmers' Supply Co.* Court of Appeals of Georgia. 59 S. E. 713.

Grain Covered by Receipts must be in Elevator, not in Yards.—In a prosecution for a violation of Hurd's Rev. St. 1905, c. 38, § 125, it does not avail defendant that corn exceeding the amount of the receipt was in cars standing on railroad tracks in a yard which was a part of the elevator property and operated in conjunction with it; the "place of storage," within that section, being the elevator, and not the yard.—*McReynolds v. People*, Supreme Court of Illinois. 82 N. E. 945.

Assignment of B/L.—Action for Price.—Where, in a written contract between two parties, one bought from the other at a stipulated price goods to be shipped, and the carrier issues to the seller a B/L therefor, consigning the shipment to his order, which the latter transfers to a third person, such transfer alone does not entitle such third person to sue the buyer on the contract for the purchase price.—*Allen, McIntosh & Co. v. Farmers & Traders Nat. Bank*, Supreme Court of Georgia. 59 S. E. 813.

Shipper, Not Consignee, Has Right to Recover.—Revisal, 1905, sec. 2632, provides that the party aggrieved may recover a penalty for a carrier's unreasonable delay in transporting goods. Plaintiff sold goods to one at a distant point, delivered them to

the carrier, and received a B/L therefor. Delivery at the buyer's home was part of the contract of sale. Held, that plaintiff, and not the consignee, was the "party aggrieved" by the unreasonable delay, since the plaintiff is the one whose legal right is denied.—*Cardwell v. North Carolina R. Co.* Supreme Court of North Carolina. 59 S. E. 673.

Carrier Liable for Delay Beyond Ordinary Time.—Under Revisal 1905, § 2632, imposing a penalty on a railroad failing to transport freight within the ordinary time, one suing for a penalty makes a prima facie case by showing that the carrier neglected to transport freight within the ordinary time required. The words "ordinary time," within Revisal 1905, § 2632, mean the regular customary time within which, by the facilities in general use for the performance of the duty of carrying goods, the carriage should be completed.—*Jenkins v. Southern Ry. Co.* Supreme Court of North Carolina. 59 S. E. 663.

Railroad's Liability for Fire.—The liability of a railroad company for fire from its engine depends on whether it conformed to the statute as to the equipment of engines with spark arresters, and maintained the same in good order; and where, in an action for fire set by sparks from engines, the undisputed evidence showed that the engines were properly equipped, that the arresters were properly installed, and were inspected shortly before and shortly after the fire, and that on each inspection they were in sound condition, a verdict against the railroad was contrary to the evidence.—*Goodman v. Lehigh Valley R. Co.* Supreme Court of New Jersey. 68 Atl. 63.

Arbitration Agreement.—A written contract inter partes, as an agreement for arbitration stating the questions to be submitted and determined, must primarily be interpreted by its language taken in its ordinary and accepted meaning, and, if that language is plain and unambiguous in itself, there is no room for construction, but it will be held to mean precisely what its terms imply. It is only when the language is susceptible of more than one construction that the intent or understanding of the parties may be inquired into, or that evidence of the surrounding circumstances may be resorted to.—*In re Southern Pacific Co.* U. S. Circuit Court, California. 155 Fed. 1001.

Shipper's Order B/L.—R. R. Liable for Delivery to Notify Party.—A judgment of a state court against a carrier for the value of a shipment of cotton which it delivered without the surrender of the B/L is not reviewable in the Supreme Court of the United States, although the state court refers to and upholds, over an objection of repugnancy to the Federal Constitution, a state statute forbidding delivery under such circumstances, where the court treats the contract of shipment itself as requiring a delivery to shipper's order, and only upon the production of the B/L, properly indorsed.—*Arkansas Southern R. R. Co. and Geo. C. Griffith v. German Nat'l Bank*, Supreme Court of the United States. 28 Sup. Ct. Rep. 78.

Removal from Office of Missouri Chief Grain Inspector.—Relator was appointed chief grain inspector under Rev. St. 1899, § 7624 [Ann. St. 1906, p. 3654], providing that his term should be four years. Section 7654 [page 3663] placed his office under the immediate direction of the Board of Railroad and Warehouse Commissioners, and section 7662 [page 3665] authorized his removal by such commissioners for misconduct on written charges. Held that relator being also required to take an official oath and enter into an official bond, he was a state officer and was only removable on charges after service of a reasonable notice and hearing, though the statute in terms did not require such notice. Where relator was removed from his office of chief state grain inspector without being served with a copy of the charges and without a reasonable previous notice of hearing and an opportunity to have counsel or summon witnesses, the order of removal was without jurisdiction and was review-

able on certiorari, no other proceeding for review having been provided.—*State ex rel. Tedford v. Knott*, Supreme Court of Missouri. 105 S. W. 1040.

Offenses by Warehousemen.—Hurd's Rev. St. 1905, c. 38, § 124, provides that whoever fraudulently utters any receipt or other written evidence of the delivery of any grain, flour, pork, etc., when the quantity specified therein has not in fact been delivered, and is not at the time of issuing the same still in store and the property of the person to whom the receipt is issued, shall be imprisoned as therein prescribed. Section 125 provides that whoever, having given any such receipt, shall sell or in any manner remove from the place of storage any such property without the consent of the holder of the receipt, shall be imprisoned as therein prescribed. Held, that the words "wharf or place of storage or in any warehouse, mill, store or other building," describing the place in which the property is situated, did not limit the operation of sections 124, 125 to buildings alone in which goods were received in store for hire, but that the same extended to all buildings in which goods were stored, whether for hire or otherwise, and hence one who, being the owner of an elevator, and having issued a receipt for grain therein also owned by him, thereafter removed the same without the consent of the holder, violated section 125. The words of section 124, forbidding the utterance of "any receipt or other written evidence of the delivery or deposit of any grain," etc., and those which forbid the utterance of the writing unless the goods are "still in store and the property of the person to whom or to whose agent the receipt is issued," etc., do not show that the statute does not cover a writing evidencing the deposit in a building of grain belonging to the owner of that building; but the requirements of the section in that regard are satisfied where such a writing is assigned, transferred, or delivered to another.—*McReynolds v. People*, Supreme Court of Illinois. 82 N. E. 945.

Buyer Must Abide by Discount Agreed on at Time of Inspection.

Fort Worth, Tex., Nov. 27, 1907.
Wichita Seed & Grain Co.

v.
Alva Roller Mills.
The Wichita Seed & Grain Co. purchased from the Alva Roller Mills two cars of kafir corn, white, No. 3 or better, and the car arrived at Wichita, Mar. 4, and was graded No. 4 white kafir corn, sour and stained, at which time the Wichita Seed & Grain Co. called up the Alva Roller Mills and agreed with them on a dock of 2c per 100 lbs.

It would further seem that this car of kafir corn laid in the yards at Wichita and was not delivered by the railroad to the elevator in Wichita for handling until Mar. 12, at which time the car was re-inspected and graded, "no grade kafir corn hot and sour;" afterwards the Wichita Seed & Grain Co. made returns to the Alva Roller Mills on a basis of 7c per 100 lbs. dockage, and which the arbitration committee of the Oklahoma Grain Dealers Ass'n failed to allow. Our opinion is that the conclusion of the arbitration committee of the Oklahoma Grain Dealers Ass'n is correct, and their decision is hereby affirmed as to the facts, to-wit, that the Wichita Seed & Grain Co., on Mar. 4, having agreed on a dock of 2c per 100 lbs., they are estopped from future claims against this car of kafir corn by reason of deterioration account of slow delivery of the railroad, and their claim, if any, is against the Railroad Company and not against the Alva Roller Mills."

R. M. Kelso, Fort Worth, Tex.
J. H. Shaw, Enid, Okla.
H. Work, Ellsworth, Kan.
Tri-State Appeal Comite.

Insurance of accuracy in transmission of telegrams has been adopted by Denmark.

Farm reserves will be reported in March; and on Apr. 10 the government will make the first spring report on growing crops.

Wheat Convention at Pullman, Wash.

At the wheat convention held Jan. 9 and 10 at Pullman, Wash., S. C. Armstrong denounced the state grain commission for keeping the standard so low for No. 1 wheat. R. W. Thatcher, director of the experiment station, spoke on summer fallow. Professor George Severance discussed dry farming. John C. Lawrence, a member of the state railroad commission, declared the commission was of great benefit to the state, and earned more than its cost, \$40,000 a year.

J. G. Woodworth, traffic mgr. of the Northern Pacific, related the history of Frank H. Peavey's \$1,000,000 investment in the Pacific Coast Eltr Co., which was intended to handle wheat in bulk from the farmer's wagon to the ocean steamship at Portland. When the eltr. at Portland was burned in 1895 it was not being used to any extent and was not rebuilt, competition forcing the company to handle export shipments in sacks. These eltrs. are now operated by the Portland Flouring Mills Co., which has facilities for receiving bulk shipments also at Tacoma and Everett.

Mr. Woodworth admitted that conditions have greatly changed since Peavey & Co. made their experiment, that a larger proportion of the grain is milled and a smaller proportion exported to Europe, and of that of the portion exported a large percentage of it is cleaned at terminals. He thought all of these conditions favored bulk handling and that the business would gradually change to the bulk basis, but nobody could force the result and the farmers must lead in any change, it having been admitted that they could generally find a purchaser for the wheat which they delivered in bulk, the terminal mills and exporters always being ready to receive bulk wheat when shipped.

M. J. Costello, who was to have addressed the convention on bulk shipments, wired from St. Paul. "I wish to strongly urge continued agitation in favor of bulk handling of grain, and can assure the farmers of the fullest co-operation of the Great Northern Railroad Co. in the matter. Eastern states have passed the dark age in sacked wheat, and it is important that Washington adopt these methods, which will mean enormous saving to the farmers in the course of a few years. Some farmers hesitate owing to the question of providing local or home granaries. This nominal expense will be for one year only. Farmers should consider the saving for future years."

The attendance at the convention numbered 500. The following were elected officers: Pres., O. E. Young, Pullman; vice presidents, W. R. Cunningham, Ritzville; Bryan Westcott, Garfield; secy., George Severance, Pullman; treas., J. S. Klemgard, Pullman.

Resolutions adopted were to the effect that legislation be instituted preventing speculative operations affecting farm produce; that import duty on jute in all forms be removed, as it contributes little toward fostering the industry in America; that the assn. co-operate in enforcement of the weed law; that the experiment station staff be requested to hold branch wheat conventions in at least two wheat-growing sections of the Inland Empire; that members of the assn. take immediate steps to do away with the use of sacks and adopt the bulk system; that representatives be requested to have a law passed compelling railways to grant

warehouse sites within 30 days after they are petitioned.

Shipment Must be in Contract Time, or Time Extended.

Fort Worth, Tex., Nov. 21, 1907.
Smith Bros. Grain Co., Plaintiff,

New Era Milling Co., Defendant.

On Feb. 15, 1907, the New Era Milling Co. sold Smith Bros. Grain Co., 5 cars of "choice sweet milling red wheat at 67c basis No. 2 f. o. b. Peckham, Okla., Fort Worth official inspection, good mill wts., nothing below 57 pound test to apply, 1c dock to three, for shipment as soon as possible to obtain cars within 30 days, time extension at our option. No penalty for not shipping within contract time first stated, etc." this being the material part of Smith Bros. Grain Co's. confirmation, which was endorsed "accepted" New Era Milling Co., by A. J. Hunt, Ft.

New Era Milling Co. shipped 2 cars of wheat on the contract but declined to ship the other 3, claiming that they were not treated fairly on the inspection of the 2 cars they did ship, and that under the provisions of the contract they were not obligated to ship the other 3 cars. Smith Bros. Grain Co., finally notified the New Era Milling Co., their intention to buy this wheat in for their account unless they had notice from the New Era Milling Co. by May 10 that they would ship the wheat. Failing to receive such notice Smith Bros. Grain Co. bought in the 3 cars of wheat at a loss of \$408.79, basing this loss on the price of \$4-1-10c per bu. for No. 2 red wheat f. o. b. Peckham, Okla., on May 10," which the New Era Milling Co. admits was its value on that date.

The question to be decided is whether or not Smith Bros. Grain Co. had the right under the contract to buy in this wheat for the sellers account after its expiration, the seller claiming that the clause, "No penalty for not shipping in contract time first stated," gave them the right to defer shipment as long as they saw fit, or decline to ship the wheat at all, while the buyer takes the position that while this clause did give them the right from buying in this wheat for the shipper's account during the time specified for shipment, they did have the right to extend the contract at its expiration and then buy the wheat in for the shipper's account, if they failed to ship. Of course the buyer had no right to buy this wheat in for the seller's account until after the time for the shipment had expired, but we fail to see that the clause reading "No penalty for not shipping within contract time first stated," prohibited them from buying in the wheat when the shipper still failed to get it out after the time was extended.

It is therefore ordered that the defendant pay the amount of this award, \$408.79, to plaintiff Smith Bros. Grain Co., and the Secy. is instructed to return to plaintiff their deposit fee in this case.

J. P. Harrison,
C. L. Moss,
T. G. Moore,
Committee.

Pay for Political Inspection, but Do Not Use It.

Mr. Armstrong of Colfax, takes the Washington State Grain Commission too seriously. To be sure, it has placed the grain standard so low that it gives those who know what it is the impression that Washington grows very poor wheat, but the foreign buyers pay no attention to any standard except that established by the Portland Chamber of Commerce. The Washington Commission and its standards are of no consequence to anyone but those who pay the bills. It is nice, of course, for the men who grow poor wheat to have the commission, by placing the standard sufficiently low, make No. 1 stuff out of it, but the obtuse foreign buyer will insist on buying on weight and quality which are shown in the samples of Washington wheat forwarded to all parts of the world by the Portland Chamber of Commerce.—Oregonian, Portland, Ore.

In India's jungle has been found a new food called "befri," far more nutritious than wheat or oatmeal. It is mixed with food grains with excellent results.

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The New Era is the Safe Kind

More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

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Write us for further information
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SIDNEY, OHIO



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The Temple, S. W. Cor. La Salle and Monroe Sts.
CHICAGO

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—DAVID R. FORGAN, Pres.

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OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier.

Gas Engine. No. 875,865. Ernest Stuke.
Meridian, Miss.

Malt Kiln. No. 876,756. Heinrich Wettig.
Erfurt, Germany.

Gas Engine. No. 876,870. Fynis C. Gordon.
Asotin, Wash.

Carbureter. No. 876,210. John H. Miller.
Bridgeport, Conn.

Gas Engine. No. 876,003. Philip C. Lawless.
Hamstead, Eng.

Carbureter. No. 876,287. Morris L. Williams.
Philadelphia, Pa.

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According to the latest definition a bucket-shop is a place where fools fill the buckets and the knaves empty them.

Memphis Has Two Call Boards.

Early last month reports reached us regarding the withdrawal of many grain merchants of Memphis from any participation in the Call conducted on the morning of each business day on the floor of the Merchants' Exchange. After a little investigation we mailed the following letter to each firm:

To Memphis Grain Dealers.

Gentlemen:—

We understand there is an unfortunate split in the membership of the Memphis Merchants Exchange, because some of the members desire a call board conducted in privacy in order that the proceedings may be kept from the public.

We would appreciate very much if you would kindly give us a full statement of the facts regarding the split and as to the true reasons for the dealers withdrawing from the exchange.

Is it true that the seceders claim they were forced to pay too much for consigned goods sold on the call board of the Merchants Exchange where they openly bid against one another?

Is it possible that their withdrawing will give them control of the Memphis grain market?

Is it true that outsiders have been denied admission to the new call room?

Are the proceedings of the new call board made public?

Is it possible that buyers in your market will be able to buy grain in the country cheaper if the prices at which consigned grain is sold is kept from shippers?

Is it the intention of the dissenters to organize a weighing and inspection department of their own?

Will the withdrawal of so many members result in the Merchants Exchange discontinuing the call, or will grain consigned to supporting members be sold to the few remaining bidders?

Will the prices of either call board be considered the official quotations for the Memphis market?

Any information you can give us on this subject will be greatly appreciated by our readers and ourselves. Thanking you and hoping to hear from you by early mail, we are,

Yours respectfully,
GRAIN DEALERS JOURNAL.

Chicago, Dec. 12, 1907.

Later a second letter of inquiry was mailed, and we have received a statement which we are glad to give to the trade.

REASON FOR SECOND CALL BOARD IN MEMPHIS.

Grain Dealers Journal: We thought best to answer as a body your circular letter of Dec. 13th, 1907, to the grain trade here. We appreciate the spirit of fairness shown by you in this matter and regret exceedingly the necessity of delay, but unavoidable circumstances prevented an earlier reply.

There has been no split in the membership of the Merchants Exchange. Every member of the Memphis Grain & Hay Ass'n has been, is now, and intend to remain, members of the Merchants Exchange and there is a rule in our by-laws requiring every resident applicant for membership in our Association to be a member of the Memphis Merchants Exchange before he can become eligible for membership in the Memphis Grain & Hay Ass'n. We are not seceders from the Merchants Exchange and any claim to that effect, and the statement that we were forced to pay too much for consigned grain on the Call Board, is absolutely false and could only emanate from a malicious desire to create discord, as the conditions which exist today in regard to the buying and selling of grain remain as they have been for many years past.

We do not now, neither did we ever, contemplate controlling prices of grain and feed stuff on this market, as the question of values is one that must, and always will be, controlled by the indi-

vidual dealer, but we will strive with all our power to control and purge our market of dealers, who by unbusinesslike and sharp practice bring discredit upon us.

No man connected with the grain trade, either here or elsewhere of good repute, will be denied admission to the Association; on the contrary, we will be glad to have the support and affiliation of all the good men in the grain and hay business and we extend, and have extended and urged, all resident grain and hay dealers and members of all other associations doing business in this market, a hearty invitation to join and help us in promoting a feeling of confidence and good will based upon fair and honest dealings.

Every shipper to this market has the privilege of asking for and receiving our Call Board quotations and we will be glad to furnish them upon application, as other markets do.

We have no desire to keep our quotations from shippers, for this reason, shippers could not possibly be affected in selling or consigning grain to this market.

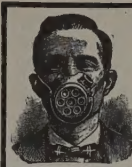
There is no intention to change or remove our weighing and inspection department from the control of the Merchants Exchange. We will, however, exercise a close supervision of these departments and endeavor to have them brot up to the highest standard of efficiency.

As our Association membership comprises four-fifths of all the dealers, commission men and brokers of this city, we feel that "The dog should wag the tail," and for this reason we will consider prices made on the Call Board of the Memphis Grain & Hay Ass'n as official, and if shippers will sell or consign their grain to the members of this Ass'n, we will guarantee them fair treatment and full market prices.

We would like to state that the membership of the Merchants Exchange is composed of about 350 members, representing varied business interests. The grain representation comprises only about one-tenth of the total membership and the representation of so many diversified interests in the exchange precludes any special legislation for the benefit of the grain interests, there being rarely more than one or two grain men in the directory. You can readily see that a body of this character is more in the nature of a Chamber of Commerce than a Board of Trade or Grain Exchange, and the grain men, recognizing this, organized, about two years ago, a Grain & Hay Ass'n which is the original organization as it exists today, for the purpose of placing the grain trade where it could be controlled and regulated by those interested, with the full understanding and purpose that it should be under the auspices of the Memphis Merchants Exchange.

Every other business represented in this Exchange has its separate organization, among the most important of which are the Cotton Seed Oil Products, Wholesale Grocers and Lumber Dealers, without being accused of opposition to the Merchants' Exchange, and we feel that the grain and hay dealers should have the same privilege.—Very truly yours, Memphis Grain & Hay Ass'n, V. L. Rogers, President.

Signed: Jones & Rogers, Davis & Andrews Co., Webb & Maury, Pease & Dwyer Co., W. P. Brown & Co., John Wade & Sons, Shanks, Phillips & Co., J. B. Edgar Grain Co., McLaughlin Coal & Grain Co., Clark, Burkle & Co., R. B. Buchanan & Co., Bynum-Black & Co., Wisner & Co.



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Calcium Chloride

in it in the proportion of 4½ lbs. to a gallon. And it's cheap—get names of users and full information.

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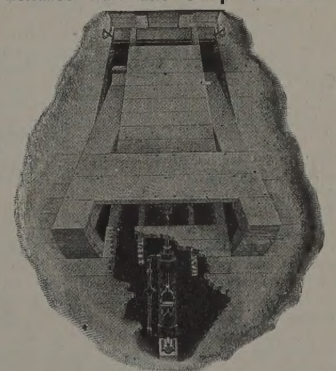
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How little it costs to install a purifying plant—
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How profitable it is to purify—
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Write to us and we will send you samples of purified oats and tell you all about purifying

U. S. GRAIN PURIFIER CO., Earl Park, Indiana

Reliance Automatic Dump Controller



Here is What Users Think of It:

Fowler, Ind., July 6, 1907.
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Enclosed check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump. Yours truly,
WILBER HAWKINS, Per Finley.

Yorkville, Ill., July 19, 1907
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible. Yours truly, JETER & BOSTON.
We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 625 Board of Trade Bldg., Indianapolis, Ind.

Western Millers Mutual Meeting.

The annual meeting of the Western Millers Mutual Fire Ins. Co. was held at the company's office at Kansas City Jan. 7th. The recent reincorporation of the company so as to better comply with the Missouri insurance law necessitated an increase in the number of directors of the company, and the following new directors were elected: George Sohlberg, Oklahoma City, Okla.; A. J. Eisenmayer, Springfield, Mo., and H. C. Cowgill, Carthage, Mo.

Annual Statement of Mill Owners Mutual Ins. Co.

The 33rd annual statement of the Mill Owners Mutual Fire Insurance Co. of Iowa shows that on Jan. 1 the company had \$9,819,910 insurance in force. Its deposit notes, which represent but one annual premium, amounted to \$299,991.

Its cash assets, amounting to \$272,126, included \$219,057 first mortgages, \$5,882 interest accrued, but not due, \$47,186 cash in treasury, thus giving the company surplus over all liability to the amount of \$572,117. During the past year the company paid losses amounting to \$94,362. Its expenses amounted to \$29,540, while its receipts from interest amounted to \$11,432.

Meeting of Grain Dealers Insurance Company's Stock Holders; Its Report.

The annual meeting of the stock holders of the Grain Dealers Fire Insurance Company was held in Indianapolis, Indiana, Jan. 15, '08. Reports of the officers showed the company to have continued its rapid growth during the past year.

The election of officers resulted in H. N. Knight, Monticello, Ill., for Pres.; J. W. McCord, Columbus, Vice-Pres.; C. A. McCotter, Indianapolis, Ind., Sec'y.; J. W. Sale, Bluffton, Ind., Treas.; A. E. Reynolds, Crawfordsville, Ind., Chairman Executive Committee.

The following were elected directors: R. F. Cummings, Clifton, Ill., Charles S. Clark, Chicago, Ill., H. S. Grimes, Portsmouth, O., Thomas A. Morrison, Kokomo, Ind., and V. E. Butler, Heron Lake, Minn.

The Company's financial statement for the year ending Dec. 31 shows its total cash assets to be \$120,730. Of this amount \$52,000 is invested in municipal bonds, \$49,550 in first mortgage loans and \$15,654 cash in banks.

The Company's assets amount to \$1,001,391. At the close of the year it had no liabilities. During the first five years of its existence the Company has attained a remarkable growth. It has been managed economically. In fact, the expense ratio of the last year is but 17 3/4%, as compared to 36%, the average for the stock companies. The stock companies also have a larger loss ratio, while the Grain Dealers Company's for the past five years has been but 25.3%. The loss ratio for last year, which was the largest in its history, was 29%.

Since its organization the company has paid losses amounting to \$186,650. During the last year its losses amounted to \$68,208. It closed the year with policies amounting to \$8,281,925 in force. It has 2,045 separate risks, its average amount of liability being \$4,000. The number of policy holders, who are making self inspections and reporting month-

ly to the Company is on the increase, and at the close of the year 1,643 policy holders were engaged in this work.

When this company was started the claim was made that out of every 35 elevators one was burned each year. Under this Company's system of careful inspection, selection and self-inspection its losses have averaged only one in every 70 elevators. Hence it is effecting an annual saving of \$115,400 to its policy holders.

Report of Michigan Millers Insurance Company.

The 27th annual report of the Michigan Millers Mutual Fire Insurance Co. shows that the company saved their policy holders during the year 55% of their basis rate. This, too, in spite of the fact that the company paid losses to the amount of \$262,946.

Its net assets after allowing \$274,549 for reinsurance reserve and \$21,387 for losses in process of adjustment, amounted to \$2,320,696. Its net cash assets amounting to \$458,690 included investments in municipal and government bonds \$446,551; first mortgage loans, \$122,350; collateral loans, \$3,500; cash in bank, \$117,325.

The company is so well satisfied with results attained during the past year that it has started the New Year by increasing the saving to policy holders to 60%. It was able to do this by reason of its large surplus well invested and the watchfulness of the owners of its well selected risks.

Annual Report of Millers National Insurance Company.

The 32nd annual report of the Millers National Insurance Co. to its policy holders, notwithstanding an unprecedented shrinkage in securities during the last three months of the year, we find to be one of the most satisfactory ever issued by this company.

During the year it increased the amount at risk nearly \$4,500,000, making the total at close of year on cash and mutual plan amount to \$40,340,770. Of this amount \$31,041,600 was on flour mills, grain elevators and contents.

During the year the company's net income amounted to \$552,093. Its total expenditures, amounting to \$446,057, included \$328,135 paid for losses, \$18,618 commission and brokerage, \$57,510 salaries, fees and help, \$9,025 for taxes.

The company's assets include nearly \$5,000,000 of notes and over \$1,357,583 cash assets, most of which is invested in bonds and mortgages. In fact, the company's net cash surplus on Jan. 1 was \$883,105, or \$21.89 for every \$1,000 to risk.

The company's losses, notwithstanding the marked increase in the number of risks, were smaller than for 1906, so that an assessment of but 32 1/2% of the annual rate was needed, thus showing a saving to policy holders of 67 1/2% of the basis rate.

While there was some shrinkage in the company's securities, it was not appreciable and their interest earning capacity was not impaired.

H. S. Grimes of Portsmouth, O., has been appointed chairman of the Arbitration Comite by Pres. Reynolds of the Grain Dealers Nat'l Ass'n, vice Fred Mayer, resigned.

Report of Millers Mutual Fire Insurance Ass'n of Illinois.

The 31st annual report of the Millers Mutual Fire Insurance Ass'n of Illinois will surely bring joy to the hearts of the policy holders. Notwithstanding the company paid losses amounting to \$116,523, it assessed its policy holders but 40% of the basis rate, and at the same time increased the net cash surplus \$20,546.

The amount of insurance on its books Dec. 31 was \$13,551,441, and it had premium notes amounting to \$1,701,351. The Company's cash surplus was \$330,038, much of which is invested in municipal and railroad bonds. The Company's securities are listed at the actual market prices at the close of 1907, but since then there has been a marked appreciation in the value of all the securities held by it.

Notwithstanding the company reduced its assessments to a figure lower than ever before, it encourages policy holders to look for a still farther reduction in the rate of assessment, and no doubt the marked saving to policy holders in this as well as in other mutual companies will encourage policy holders to exercise greater care than ever before. The reductions effected in the assessments bring right home to the policy holders the benefits of studied reduction in the fire hazard.

Mill Owners' Mutual Fire Insurance Co.

DES MOINES, IA. Organized 1875

INSURES MILLS, ELEVATORS,
WAREHOUSES and CONTENTS

Net Cash Assets..... \$266,243.81
Losses Paid..... 1,399,403.60
Saved to Policy Holders..... 1,752,149.12

J. G. SHARP, Secretary

Low Cost

for

Short Term Insurance

Grain Insurance at short rates means from 20 to 140 per cent more than the pro rata cost for the same length of time.

Short term insurance with the



means from 40 to 50 per cent below pro rata for the time carried.

No grain dealer is using the best business precaution who does not learn our price on his elevator and keep fully protected with us.

C. A. McCOTTER, Secretary
Board of Trade Building

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Elevator and Grain Insurance

Assets	-	-	-	\$2,616,633.05
Losses Paid	-	-	-	2,029,354.79
Net Cash Assets	-	-	-	458,690.31

Millers Mutual Fire Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year
Paid \$116,523.11 in losses last year
Added \$20,545.96 to surplus last year
Assessed only 40% of basis rates last year

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force	-	\$13,551,441.39
Face value of notes	-	1,701,351.60
Cash Assets	-	336,038.85

GEO. POSTEL, Prest.
A. R. McKINNEY, Sec.

Chicago Agent:
M. W. FUGIT, 740 National Life Building.

Grain Shippers'

Mutual Fire Insurance Association

IDA GROVE, IOWA

Risks in force	\$6,927,000.00
Admitted assets, Dec. 30, 1907	\$50,197.76
Total liabilities	4,735.00

Net assets, Dec. 30, 1907 \$45,462.76

Dividends on the basis of 80% cost.

We write Fire, Lightning and Tornado Insurance for the Grain Trade.

F. B. BABCOCK, Secretary.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents.

Millers National Insurance Company

CHARTERED 1865

Reliable—Conservative—Strong

Ask us for a policy on your elevator or mill. If your risk is good we will issue a policy to you. If not, will tell you **why**.

Mutual insurance has for its foundation:---Absolute protection for the insured with a minimum expense based on actual cost of carrying the risk.

We issue five year policies (or short time policies on grain if desired).

Semi-annual assessments costing about ½ stock companies rates.

Gross Assets	\$4,937,625.96
Net Cash Surplus	883,105.27

Inquiries from the various sections of the country should be addressed as follows:

Pacific Coast

J. N. JUST, 628 Peoples' Savings Bank Bldg.,
Seattle, Wash.

Southwest

CHAS. H. RIDGWAY, Board of Trade,
Kansas City

Northwest (This side the mountains)

H. M. GILES, 114 Corn Exchange,
Minneapolis, Minn.

Central and Eastern States

HOME OFFICE OF THE COMPANY,
205 La Salle Street, Chicago

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OF HIGH-GRADE

RUBBER BELTING

If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

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161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2296



Webster 40 in. Reversible Belt Conveyor 310 feet long for Handling Grain.

Webster Machinery

For GRAIN ELEVATORS
and FLOUR MILLS

Write for Catalog No. 30

Webster M'f'g Co.

1075-1111 West 15th St. CHICAGO

EASTERN BRANCHES:
88-90 Reade St., New York Pennsylvania Bldg., Philadelphia

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.
MY COLLECTOR 'S AT YOUR SERVICE.

WRITE FOR PARTICULARS.

H. L. DAY, 1122-1126 Yale Place
MINNEAPOLIS, MINN.

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ACCOUNT BOOKS, SCALE TICKETS, GRAIN
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GRAIN DEALERS JOURNAL, CHICAGO, ILL.

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SEND FOR A DESCRIPTIVE CIRCULAR OF
THE EVANS MOTOR ATTACHMENT
PATENTED U.S. AND CANADA
SCOTT F. EVANS MINNEAPOLIS U.S.A.**

QUIT KICKING

AND SHOVING grain cars into position.

BUY A

WELLER STANDARD CAR PULLER



with friction clutch
attached.

Our car pullers are made with extra heavy bearings and gears and we guarantee them to haul given capacity altho they have been known to pull twice their rated capacity.

Weller-made machinery for any part of your elevator is a guarantee that what you buy is reliable.

A Weller Standard Car Puller will "deliver the goods" to your receiving sink with less power and more efficiency than any other make.

We Solicit Inquiries about Elevator Machinery.

WELLER MFG. CO., Chicago, Ill.